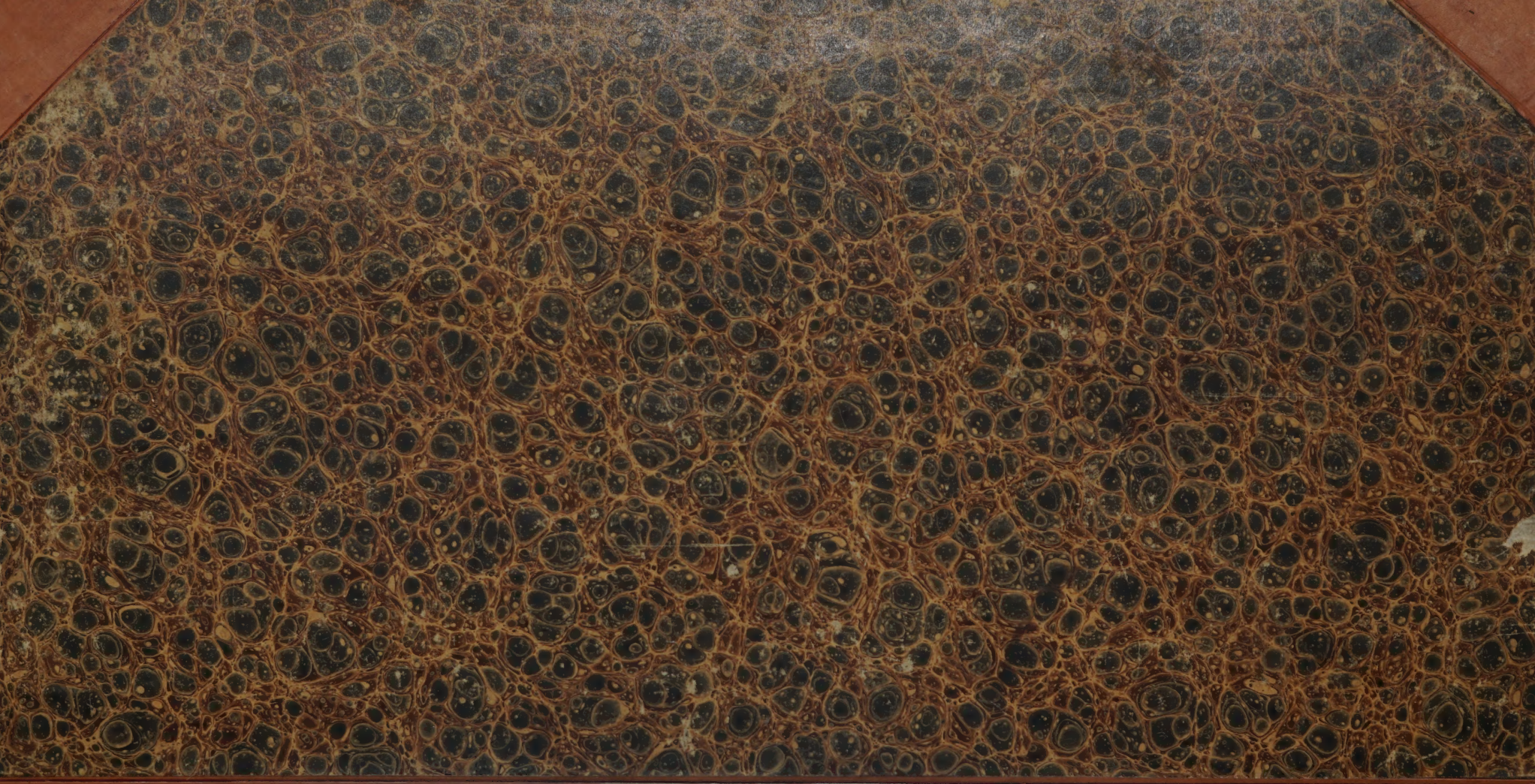

# Journal of a Voyage to the Indian and Pacific Ocean by Jacob T. Davis in the Ship Midas of New Bedford during the years 1844. 1845. 1846 and 1847.

Remarks onboard Wednesday February 5. 1845.

These 24 hours commence with moderate gales from the SE. with thick & rainy weather at 2 A.M. took in fore and mizen topsails, middle part moderate, at daylight made sail and commenced breaking out to stow down, got breakfast at ½ past seven, Capt Collins appeared to be more comfortable talked about going into the lower hold to see about stowing at 25 minutes past seven he commenced vomiting blood and died at 4 minutes before 8. Capt Clark of the Sally Ann came onboard a few minutes after he had expired Stayed a short time then went onboard at 4 P.M. Returned with his mate and attended to committing his body to the deep, at ½ past 6 P.M. saw a Ship to windward Set colours half-mast fore and aft for her to come down but she did not come, Capt Clark returned onbaard in the evening, so ends with moderate breezes

Lattitude supposed 47° 25 S.
Longitude about 166° 20 W.

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Remarks Thursday February 6th 1845.

These 24 hours commence with moderate breezes from the South, Ships head to the Eastward the Sally Ann in company, finished stowing down, middle part cloudy, latter part clear, saw a Ship cutting to windward, chased Whales Bow Boat darted at two, missed on good chances, Larboard Boat struck one and drawed from him, Cushman off duty sick. thus ends.

Latt. 47. 17 South
Long. 166. 15 East

This day stowed down 72 Bbls 18 Gns. and 24 Seals.

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Remarks Friday February 7th 1845.

These 24 hours commence with moderate breezes from S.E. at dusk spoke Ship Phoenix of New London with 1100 Bbls. Ships head to S.W. chased Whales, saw 3 Sail to windward, Eve took in topgallant sails, ends with light airs from the N. & Eastward Latt & Long. no Observations.

Remarks onboard Saturday February 8th 1845.

Commences with light airs from N.E. Ships head to the S.E. at 5 A.M. put the Cooper in Irons for telling the people forward it was best not to take in sail nights but go into port he acknowledged the above before Capt Davis Mr. Baker and Mr. Jenny. Steered S.E. untill 2 o'clock at night then luffed to the wind heading to the N.E. this day took an Inventory of Capt Collins wearing apparel and some other articles belonging to him and Cash to the amount of Three hundred and ninety two dollars and seventy five cents- middle part wind hauled to the N.N.W. at daylight double Reefed, at 7 P.M. took in fore and mizzen topsails and wore Ship blowing moderate gales spoke Ship Streightitz of Freeport 8 days from Hobarttown the Captain came onboard made sail steering E.S.E. took the cooper out of irons- Cushman off duty sick so ends this day. Latt. by obs. 47.35 South

Long. by Chronometer at 2 P.M. 166.44 E.

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Remarks- Sunday February 9th 1845.

These 24 hours commence with violent gales from N.N.W. steering E.S.E. Ship Streglitz of Bridgeport in company at 2 A.M. saw Knights Island and the Snares bearing S.E. distant 15 miles hauled up E. until past them then steered E.S.E. carrying single Reefs, at dusk close Reef'd fore & aft steering E by S. middle part moderate, at daylight made all sail on a wind heading E by N. wind North and clear at 4 P.M. caught 2 porpoises- Nautical Almanac missing and nowhere to be found in the Cabin- broke out for Molasses- Cushman off duty sick.

Latt by Obs. at Noon 48.45 S.

Long. by Chronometer 169.45 E.

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Remarks Monday February 10th 1845.

Commences with light breezes from the North Ship's head E. on a wind, Streglitz in company boat boarded her clear weather- middle part foggy Reefed topsails- latter part fog & rain, Set main topgallant sail- at 6 P.M. saw

Remarks onboard Monday February 10th 1845.

several whales lying still lowered but too foggy to strike put the Ships head to the S.S.W. on a wind - wind W. ends with wind from the Southward - employed chasing whales saw several apparently very quiet darted and missed one. New Chronometer this day is too slow 13 minutes by Greenwich time and looses 3½ sec. daily

Latt. by obs. 48. 43 South
Long. by Chron. 171. 59 East.

Remarks Tuesday February 11th 1845.

These 24 hours commence with moderate breezes from the South - clear at intervals - saw finbacks - at dusk took in sail and put Ships head to the West under close reef'd main topsail & Spencer - middle part fresh breezes tore Ship - at daylight set double reefs - at 10 moderate set topgallantsail - broke out fish & filled with pickle - saw finbacks and a great number of birds - at 1 P.M. made all sail steering E.N.E. Cushman sick off duty - so ends this day.

Lattitude 48.20 South.
Longitude 173.17 East.

Remarks Wednesday February 12th 1845.

Commences with fresh breezes from the South and passing clouds at dusk took in sail and hauld up S.E. light airs - middle part calm - at daylight light airs from N.W. set all sail steering N.E. bent fore-topmast steering-sail - broke out the after hold for Beef, Pork, Butter & Cheese - two foremast men complain of sickness - ends with light airs from N.N.E. Ships head E. and fine weather with overcast clouds

Latt. 48.05 South
Long. 174.39 East.

Remarks Thursday February 13th 1845.

Commences with light airs from N.N.E. all sail set - Ships head to the E. on a wind opened a cask of Bread - crew employed at Ships duty Cooper making Kiars and breakers - middle part winds N.E and cloudy - at

Remarks onboard Thursday February 13th 1845.

midnight took in light sails heading E.S.E. latter part strong breezes double reef'd fore and mizen topsails - saw finback broke out fore hold for water ends with cloudy weather

Latt. & Long. no Observations.

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Remarks Friday February 14th 1845.

Commences with strong breezes from N.E. Ships head E.S.E. on a wind under double reef fore and mizen topsails, whole main at dusk double reef'd main topsail wore Ship heading N. by W. thick rainy weather, set the Spencers - middle part moderate breezes and thick weather - heading N by W. on a wind - latter part clear at intervals at daylight set all sail winds Southerly - heading N.E. saw a number of finbacks and birds, Crew employed about Ship's duty.

Latt. by Obs. 48 45 South

Long. at 2 PM. 176.43 East.

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Remarks Saturday February 15th 1845.

These 24 hours begin with moderate breezes from S.E. with passing squalls of rain & fog steering N.E. by E. all sail set at 3 AM. wind from the South at 4 AM. Bounty Island bore N.E. by E 1/2 E. distant 178 miles by reckoning - middle part light airs from S.W. and foggy - ends with light breezes from N.W. set foretopmast steering sail clear at intervals people employed at sundry jobs

Latt. by Obs. 48. 15 South

Long. at 2 PM. 177.52.30 E.

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Remarks Sunday February 16th 1845.

Commences with light airs from N.W. all sail set - course N.E. at 6 PM. calm took in steering sail topgallant sails mainsail & flying jib, thick fog, Bounty Island bearing N.E 1/2 E. distant 54 miles at dusk took in fore & mizen and close reef'd main topsail - Calm all night at 7 AM made all sail heading to the N & W. saw a right whale lowered for him but to no purpose going quick N Westerly ends with light breezes from N.N.E. Ship heading E.N.E.

Latt. 48.14 South. Long. 178.13 E. by Chron.

Remarks onboard Monday February 17th 1845.

These 24 hours commence with light breezes from N.N.E. Ships head E.N.E. on a wind all sail set at 2 A.M. thick fog, at 4 A.M. Bounty Island bearing N.E dist. 39 miles middle part calm & foggy, at midnight light airs from S.W. steering E.N.E. at 10 A.M. saw a whale going quick to the N.W. lowered in chase but without success, ends with moderate breezes from South all sail set, at meridian made Bounty Island bearing N.E. ½ E— distant 20 miles Chronometer time to a hair from yesterdays longitude.

Latt. by Dead reconing 47. 42 S.
Long: no Observation.

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Tuesday February 18th 1845.

These 24 hours begin with light breezes from S.E. all sail set steering 1½ point to the N.W. of the land N.E½N. at dusk land 12 miles distant lost sight of it at 9 P.M. wind hauled to N.E. made several tacks to windward, during the night wind baffling - middle part fresh breezes and thick fog- latter part steady breezes from N.N.E. at 7 P.M. tacked Ship heading to Eastward passed the Island 9 miles to leward bearing S. by E. lost sight of it at 11 P.M. bearing S.W. thick fog at intervals - John Dunham Off duty with Lame shin

Latt. by Obs. 47. 40 S.
Long. at 10 A.M. 179° E.

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Wednesday February 19th 1845.

These 24 hours commence with fresh breezes from N.N.E. accompanied with thick fog Ship heading East all prudent sail set hands at work to keep them from mischief, middle part strong breezes took in one reef - latter part more moderate and rainy caught 5 barrels rain water winds vear & haul from East to North made several tacks at 11 P.M. winds set at North course East. thick foggy weather - crossed the meridian of 180° last night. thus ends this day.

Latt. by D.R. say 48.20 South
Long. supposed to be 178.50 W. of Greenwich.

Remarks onboard Thursday February 20th 1845.

These 24 hours commence with moderate breezes from North under single reefs steering East a head beat sea running saw finbacks weather thick and rainy - ends with violent gales from West Sou West Scudding under close reef'd main topsail heavy sea running at daylight set foresail at 8 P.M. set double reefs, at noon made all sail fine pleasant weather heavy swell running from N.W. steered East untill noon, broached a Bbl of Beef.
From this 24 hours count the day one les than usual on account of the Ship's being now in West Longitude therefore write the following days work as -

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Thursday February 20th 1845.

These 24 hours begin with fresh winds from W.N.W. all sail set steering E.N.E. untill 4 A.M. then N.E by E. passing squalls of rain but light, at dusk took in fore topmast steering sail and braced up wind shifted to N.W. by N. moderate steering N.E. by N. all night middle part took in topgallantsails & flying jib in two hours set them again at daylight winds North heading E.N.E. saw several pieces of squids - ends with strong breezes from N.N.E. took in fore & mizen topgallant sails and flying jib, people employed making Spunyarn and Sinnet &c.&c.

Latt. by Obs. 49. 11 South.
Long. by Chron. 170. 35 West.

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Friday February 21st

These 24 hours begins with strong breezes from N.E. at 2 A.M. double reef'd fore and mizen topsail at 4 double reef'd main at dusk wore ship heading N.N.W. took in mainsail and jib close reef'd mizen topsail blowing fresh gales from N.E. heavy sea running from N.W. at 8 A.M close reef'd fore and main topsails - at 9. took in fore and mizen & foresail and lay too under main topsail & Spencer blowing a violent gale - middle part at midnight calm wind shifted to N.W. in a rain squall, moderate set double reefs, jib and mainsail - put Ships head to the N.E

Remarks onboard Friday February 21st 1845.

broke out the hold for flour and water this morning- ends more moderate turned one reef out of the topsails and set main top-gallant sail.

Latt. by Obs. 49.26 South
Long. by Chron. 168.57 West.

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Saturday February 22nd 1845.

These 24 hours begin with fresh breezes from N E by N. ship heading Eastward turned out all the reefs and set topgallantsails and flying jib watch employed about the rigging, at dusk took in mizen topgallant sail hazy weather - middle part strong breezes & thick weather took in main top-gallant sail and reef'd the mizen topsail - latter part wind increases double reef'd fore and main topsails winds incline more Easterly at 7 P.M. wore ship heading N.N.W. with showers of rain at 11½ P.M. winds haul to westward wore ship heading N.E. watch employed in taking in and making sail as occasion requires

Latt. by Obs. 50. 10 South
Long. by Chron. 166.58 West.

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Sunday February 23rd 1845.

These 24 hours commence with moderate breezes from N.N.W thick hazy weather at 2 A.M. shook one reef out of the topsails, set maintopgallantsail wind N.W. steering N E. set flying jib, broach'd one cask of Bread 128 lbs. middle part squally with rain took in topgallants at daylight set them again. at 11 P.M. had a squall of rain. felt calm, haul'd up courses - ends calm and pleasant - winds N by W.

Latt. by Obs. 50. 02 South
Long. a 4 P.M. 164.57 W.

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Monday February 24th 1845.

These 24 hours commence with light airs from N.N.E. all sail set ships head to Eastward - crew employed at sundry jobs, at sunset calm - clued up topgallants - down topsails - middle part light breezes from the South made all sail steering N.N.E. until midnight then North at 7 P.M. sent up main topgallant

## Remarks onboard Monday February 24th 1845.

Steering sail booms bent sail and set it - ends with fresh breezes from S S W. all sail set - watch employed at ships duty.

Latt. by Obs. 48. 49 South
Long. by Ch. 164.22 West

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## Tuesday February 25th 1845.

These 24 hours begin with strong breezes from S.S.W. set Steering sails - Squally with rain steering North by East watch at duty at dusk Shifted Steering sails and Steered N.E. winds moderate Sky overcast with appearance of rain - middle part freshens - latter part moderate at 10 P M Steered E N E. moderate & cloudy broke out for Beef & Pork & coil of Rigging - Rove new waist davit falls and main topsail halliards - watch employed at Ships duty

Latt. 47.23 South.
Long. 161.22 West.

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## Wednesday February 26th 1845.

Commences with moderate breezes from W S W. all sail set Steering E N E. bent another topmast stun'sail - sent down fore royal mast - at 5 A M. saw a Sperm Whale going quick to the E N E. lowered 3 boats for him but without success came on board squared away E N E. Stunsail both sides - middle part the same - latter part light airs - set lower stun-sail and one more top gallant stunsail - saw no whales so ends this day.

Latt. 46.52 South.

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## Thursday February 27th 1845.

These 24 hours begin with light breezes from W S W. Steering E N E stunsails set both sides - cloudy at times - fitted & tarred m. royal rigging - at dusk wind more southerly, in lower stun-sails middle part the same - latter part thick & foggy - painted royal yards shortened mizen stay & topsail lifts. Ends pleasant wind W by S. Course E N E.

Latt. 46.30 South
Long. 157.24 West.

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## Friday February 28th 1845.

Commences with light breezes from Westward - Course E N E. topmast & topgallant stun'sails set both sides - watch employed at sundry jobs - painting, tarring &c. sent down and fitted fore top gallant yard, sent it aloft, at dusk steered.

Remarks onboard Continued Friday Feb'y 28th 1845.

N E by E. - middle part winds veer from S.W. to W. & back
Course N E. by E. - latter part light airs with fog & rain
at intervals - sent up fore Royalmast crossed yard and set
sail - ends pleasant, all sail set steering N E by E. saw a
Shoal of Killers.

Latt. by Obs's. 45.57 South.
Long. by Chron. 155 45 West.

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## Saturday March 1st 1845.

Commences with light airs from W.S.W. course N E. by E. all sail
set, sent up main Royal mast crossed yard and set sail, re-
paired fore top gallant sail & set it at dusk took in lee stun-
sails light airs from W.N.W. middle part light winds from
the North took in stun'sails & Royals heading E.N.E. on a wind
latter part fresh breezes from N.N.E. at 7 P.M. commenced break-
ing out between decks and stowed away a fresh all hand at
work to day - ends with fresh breezes more to the Eastward. saw
porpoises.

Latt. 45.47 South
Long. 152.26 West

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## Sunday March 2'd 1845.

Commence with strong breezes from Ship's head to E.S.E. cloudy.
light spells of rain - broke out between decks - at 2. A.M. took in
fore and mizen top gallant gallantsail & flying jib, at 9 A.M
double reef'd fore and mizen topsails - middle part thick and
hazy weather - Ships head E. wind N.N.E. latter part more mod-
erate shook out the reefs and set main top gallant sail at 10 P.M
light rain and foggy saw nothing - so ends the day.

Latt. bad Obs. 46 10 South
Long. no sight. ..... West.

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## Monday March 3'd 1845.

Commence with strong breezes from N.N.E. Ship's head to East'd
on a wind all necessary sail set at 2 A.M. took in main-
top gallant sail thick fog with rain, at dusk took single reefs
in topsails Ship's head N.E by N. - middl part thick at 10 A.M.
wind hauls to S.W. course N.E by N. at daylight made all sail
and broach'd a Cask of Bread - ends with strong breezes, took in
top gallantsails & flying jib - broke out for water & Pickles wind more
easterly - head E by N 1/2 N. Latt. by D.R. 45.50. Long. no sight.

## Remarks onboard Tuesday March 4th 1845.

Commences with strong breezes from the North - head E.N.E. with all prudent sail set, thick fog. watch employed at sundry jobs at dusk single reef'd topsails, at 9 P.M. took in mainsail, jib and mizen topsails - middle part strong gales from N.N.W. at midnight took in foretopsail, foresail & and close reef'd main topsail, at 2 A.M. staysail clue gave way damaged sail and took it in, at daylight sent down royal yards - latter part moderate repaired staysail and set it - set foresail bore up E by N. heavy sea running from N.N.W. hoisted up Larboard boats broached a Bbl of Beef - fitted hose to hurricane house - thick fog and rain throughout these 24 hours. Latt. by D.R. 45.50 S.

Long. no observation

## Wednesday March 5th 1845.

Commences with fresh gales from N.N.W. with fog and rain steering E.N.E. Spencers main topsail & foresail set. at 11 am. moderate winds haul to westward course N.N.E. at midnight set double reef and mainsail - moderate the latter part at daylight made all sail continues raing till 11 A.M. when fog clears up - people employed at various jobs. Ends pleasant wind N.W. course N.N.E. Latt 45.43 South

Long by 2 lights 144.13 West

## Thursday March 6th 1845.

Commence with light airs from the N.W. heading N.N.E. on a wind watch employed in washing down foremast at 4 A.M. crossed royal yards - at dusk nearly calm - middle part calm & foggy - at daylight light breezes from E.N.E. put Ships head to N 2 W. latter part moderate breezes from N.W. put Ships head to the N 2 E. watch employed in scraping the Fly works - ends with clear pleasant weather Latt. 45.18 S.

Long by Obs. 143.17 W

## Friday March 7th 1845.

Commences with light breezes from N.N.W. and clear weather Ships head N.E. on a wind all sail set - watch employed in washing down main & mizen mast - at 4 A.M. breezes from N.E. put Ships head to N.N.W. middle part - thick fog and rain at 10 A.M. took in fore & mizen top gallant

Remarks Continued Friday March 7th 1845.

Sails at 2 took in main and flying jib, blowing strong with a heavy swell running from the S.W. latter part the same winds veer to the Northward - at 10 PM double reef'd the topsails and wore ship heading E by North so ends this day.

Latt. bad Obs. 44.11 South
Long. by reckning 143. West.

Saturday March 8th 1845.

These 24 hours begin with strong breezes from the North - heading E N E on a wind under double reefs with a thick fog: the watch at Ships duty at dusk wind inclined more westerly middle & latter part light breezes made all sail, fog & rain continues - Cooper at work making Hoops - ends calm - sails clew'd up.

Latt. D R. is 43.36 S.

Sunday March 9th 1845

Begins with thick fog and rain - calm & sails clew'd up, people employed in washing Spars - at 9 AM breezes up from N N W. made all sail set fore topmast Stun sail - Middle part fresh breezes took in fore and mizen top gallant sails & flying jib & Stun sails winds veer to Northward - at 5 P.M. winds N W by N. course N N E. heads off 1 point - latter part rain & fog clears up but still continues cloudy - Ends with fresh breezes light sails furled.

Latt. by D R 42.25 S.
Long. by D.R. 140.20 W.

Monday March 10th 1845.

Begins with fresh breezes from N W. with all sail set - heading N N E on a wind - first clear day for a mast head for 17 days Middle part hazy wind hauls to W S W. at midnight clears up course N by E. Set Steering sails and royals - latter part clear weather and light winds employed in drying & bunching bone So ends this day

Latt by Obs. 42.05 South
Longitude 139.45 West

Tuesday March 11th 1845.

Commences with moderate breezes from the Westward and clear pleasant weather Course North all sail set - people employed bunching bone - Stowed away 75 Bundles averaging 100 lbs each - Middle part light airs from the South

Remarks continued Tuesday March 11th 1845.

Stun'sails out both sides course North - latter part wind from E.N.E. took in Stun'sails and braced up heading North. Crew employed at ships duty - opened 1 Bbl Beef & 1 ½ Pork Ends pleasant

Latt. by Obs. 40.39 S.
Longitude 139. 10 W.

Wednesday March 12th 1845.

Commences with fresh breezes from E.N.E. and clear weather head North at 3 AM took in top gallant sails & flying jib Crew employed at ships duty - at dusk winds veer to N.N.E. a heavy swell running from S.W. hoisted up lee boats - middle part moderate gales double reef'd the Topsails at 5 took in mainsail wore ship heading E.N.E. - latter part fresh breezes took in jib, at 9 PM. wore to the N.W. all prudent sail set - Ends with fresh gales from N by E. with passing squalls of fog and rain

Latt by Obs. 39.20 South
Long. by Chron. 140.05 West

Thursday March 13th 1845.

Begins with fresh gales from North all prudent sail set people at ships duty - at 4 AM blows a violent gale close reef'd the topsails at 6 AM wore ship carrying a taught rag close Reefs and Spencers - Sent down Royal yards - at 9 AM blows tremendous gales took in fore and mizen topsails & foresail at midnight moderates - at 2 PM. Set the Topsails & foresail at daylight sudden shift of wind to W.N.W. - latter part gales from S.W. reef'd mainsail and set it, Course N.N.E. Sent up main Royal yard - Ends pleasant

Latt 38.40 South
Long. 138.46 West

Friday March 14th 1845.

Begins with light breezes from S.W. and pleasant all sail set Course North at dusk took in Stun'sails, Royals and top gallant sails and haul'd up courses a heavy sea running from all quarters not wind enough to steady the ship - middle part - light airs from S.S.E. made all sail at 8 P.M. wind hauls to the N.E. took in Stun'sails heading N.N.W. middle part - Course S.S.E. Ends with light airs from N.N.W. at meridian wore ship watch employed repairing old foresail. Latt. 37.52 South.

Long. 138.38 West.

Remarks onboard Saturday March 15th 1845.

Commences with light airs from N.N.E. all sail set. head East on a wind - people employed repairing foresail - broach'd a Cask of Bread - at dusk calm - middle part calm - latter part fresh breezes from E.S.E. with rain, course E.N.E. all sail set - saw shoals of Porpoises so Ends the day with strong breezes from E by N. took in top gallant sails -

Latt. by D.R. 36.40 S.
Long. by D.R. 138.00 W.

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Sunday March 16th 1845.

Commences with strong breezes from E by N. heading N by E. thick & rainy at 4 A.M. single reef'd the topsails wind more to the S.E. course N E by N. middle part calm - at midnight cat's paws from all round the compass - at daylight breezes from the N.W. made all sail steering N E by N. at 6 P.M. haul'd up N N E. pleasant weather

Latt. by Obs. 35.23 S.
Longitude 136.25 W.

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Monday March 17th 1845.

Commences with fine breezes from W N W. all sail set steering N.N.E. pleasant - took a Lunar Distance, at dusk both's equally to the Southward - middle part pleasant light airs from the Westward set Stun'sails course N by E 1/2 E carried away flying jib martingale chain set it up again - latter part strong breezes from E.S.E. took in fore & mizen top gallant sails and flying jib - squally & rainy so ends - course N by E 1/2 E.

Latt. 33.46 South
Long. 136 37 West

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Tuesday March 18th 1845.

Begin with strong breezes from E S E. thick & rainy weather all prudent sail set - course N by E 1/2 E. people employed in making sinnet at 4 A.M. took in main top gallant - sail - middle part - strong breezes from the East - latter part - winds haul to the N E. Ship heading N.N. West on a wind carrying all prudent sail - broached a Barrel of Beef - Jack Woahoo of Sixty sick - so Ends -

Latt. by D.R. 31.22
Long by D.R 135.39

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Remarks onboard Wednesday March 19th 1845.

Begins with strong breezes from N.N.E. with thick rainy weather, ship heading N.W. on a wind, at 2 A.M. wore ship to Eastward at 7 put her about to N.N.W. double reef'd topsails and furled mainsail - heavy wind & rain from the N.East. middle part the same - at 6 P.M. wind shifted to S.W. course N.E. by E 1/2 E. broached a Bbl of Flour - people washing ship - ends with light airs from S.W.

Latt. at noon 30.51 South
Long. at 4 o'clock 135.28 West.

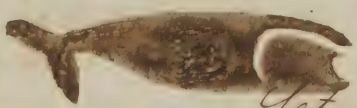
Thursday March 20th 1845.

Begins with moderate breezes from S.W. all sail set course N.E. by E. squally with fog and rain - people employed washing ship middle part calm - latter part light airs from W.N.W. unbent foresail & bent old one - bent new maintopgallant sail - one man off duty by sickness - so Ends - course N.E by E.

Latt. 30.20 South
Long. 134.41 West

Friday March 21st 1845.

Begins with moderate breezes from W.S.W. clear weather course N.E 1/2 N. set studsails repaired fore topgallant sail - moved ships Galley forward - middle part strong breezes wind from S.W by S. took in Royals and steeringsails - latter part more moderate set them again course N.E 1/2 N. sent up mizen royal mast - people employed repairing sails - so Ends.



Latt. 28.57 South
Long. 132.24 West

Saturday March 22nd 1845.

Begins with moderate breezes from S.W. course N.E by N. all sail set - bent mizen royal and set it - repaired foresail and fore topgallantsails - middle part pleasant breezes from S.W. all sail set - latter part - light winds - at 7 P.M. raised Sperm Whales lowered for them Larboard boat took one - Bow boat darted several times but without success - commenced cutting off head.

Latt. 27.28 S. Long. 131.10 West by Chronometer

Sunday March 23rd 1845.

Begins with light airs from W.S.W. employed cutting in the Whale finished at dusk got supper - Set the watch - and then

Remarks onboard Sunday March 23rd 1845.

Squared away N.N.E. all sail set - at 7 AM. commenced boiling - middle part calm and heavy swell from S.W. latter part light breezes from S.E. employed boiling & cutting up head. all sail set steering N by E.

Latt. by D.R. 26.28 S.
Long. by D.R. 130.45 W.

Monday March 24th 1845.

Begin with fresh breezes from E.S.E. with thick and rainy weather all sail set - course N by E. 1/2 E. boiling out - at 4 AM. took in royals, topgallant sails and flying jib, at dusk took in fore and mizen topsails & Jib. Reef'd maintopsail - middle part the same - latter part moderate at 8 PM set double reefs and steered N.W. wind S.E. at 11 PM. wind Shifted to N.E. at noon made all sail on a wind - saw several large birds - still boiling - So Ends this day.

Latt. by Obs. 25. 46 South
Long. at 10 AM.?

Oct. 22/46.

Tuesday March 25th 1845.

Commences with cloudy weather and baffling winds, land bearing N.E. 1/2 N. distant 50 miles - middle part calm, at 3 P.M. corked down for want of blubber - whale made 60 Bbls. 22 head - at 4 P.M. breezes from N.N.W. heading N.E on wind latter part pleasant - broke out for water & Molasses saw no land distance to Pitcairns Island by reckoning at noon is 37 miles N.E. by N.

Latt by Obs. 25. 31 South
Long. at 10 AM 130.33 W.

Wednesday March 26th 1845.

Commences with fresh breezes from the N & W'd - pleasant all sail set - employed in Coopering oil - broke out a cask of Coffee at 4 A.M. Pitcairns Island bore N.E. by N. 1/4 N. dist. 27 miles. Ship heading N.E. 1/2 E. middle part strong breezes took in fore and mizen topgallant sails - at 3 P.M. wore Ship heading West - at 8 P.M. wore to the N.E. broke out Beef, Pork, Slops & Codfish - several men sick with the Scurvy.

Latt by Obs. 24. 56 South
Long. at 10. 130. 19 West.

Thursday March 27th 1845.

Commences with fresh breezes from N.W. by N. steering N.E. till 2 A.M. then E. found Chronometer out of the way.

Remarks onboard Thursday March 27. 1845

hove up E. to look for the land, suppose Chronometer to the Eastward of the Ship at midnight hove too heading S.W. until 3 P.M. then wore Ship to the North, saw no land, made all sail to the North - wind to the S.W. - latter part wind from the S.E. three men sick with the scurvey.

Latt by Obs. 24.24 South
Long. at 2 A.M. 128.34 West

but not correct - Ship supposed to be to the Eastward of Elisabeth Island.

Friday March 28th 1845.

Commences with strong breezes from S.E. by E. all sail set course North at dusk took in royals & Stun'sails - Ship is supposed to be some ways to Eastward of Elisabeths Islands at 8 A.M. hauled up courses and in top gallantsails, equally middle part clear set jib & courses and steered N.E. at daylight wind hauled to E by N. with squalls & rain all prudent sail set - hove new fore top gallant halliards - course N ½ W.

Latt by D.R. 22.35 South
Long. by D.R. 127.30 W

Saturday March 29th 1845.

Commences with moderate breezes from the East, shifty with rain. all prudent sail set - course N ½ W. at 4. set Stun'sails wind E. middle part strong winds & squally from E.S.E. took in light sails - latter part moderate made all sail, winds from the S.E. course N.N.W. hands at Ships duty - ends pleasant - at 10 A.M. took a Lunar Dist of Sun and Moon 3 Sets mean result gave the Long. 129.36.30 W. 3 men sick with the scurvey.

Latt by Obs. 20°00 South
Long. at 10 o'clock 128.46 West
4° clock 128.50 West.

Sunday March 30th 1845.

Begins with light airs from the East all sail set course N.N.W. at 2 A.M. veer to N.N.E. braced up heading N.W. on a wind - middle part light airs from N.N.W. heading N.W. latter part wind N.N.E & E. course N. ½ W. measured a Lunar Distance of Sun & Moon. Dist 89.29.15 Suns Alt 45.54 - Moons Alt. 42.55 which gave the time 18h 12m 22s.

## Remarks onboard Sunday March 30th 1845.

h. m. s.
time per Ship 9. 32. 10 which gave the Long. at 9h 50 m. before Noon 130.03 W. of Greenwich.

Latt. by Obs. at Noon 19.00 South.
Long. at 9.50 was. 129.39 West

## Monday March 31st 1846.

Begins with light airs from N.E. to E.S.E. all sail set course N. ½ W. middle and latter part light winds from North to E.N.E. at midnight took in Stun' sails. hands employed coopering oil to go below. ends pleasant. took a Lunar Observation.

Latt by Obs. 18. 12 South
Long. by L.D. 131. 36 West.

## Tuesday April 1st 1845.

Commence with light airs from N.E all sail set on a wind heading N.N.W. clear & pleasant. stowed the oil between decks 10 casks & 1 Bbl in all 57 Bbls 22 of which is head, middle part the same ship heading from N by E to N.W. on a wind. latter part more breeze from E.N.E. & steady. course N ½ W. ends pleasant. opened a Cask of Bread got 8 Lunar Distances of Sun & Moon.

Latt. by Obs. 17. 22 S.
Long. by Chron. 131. 20

## Wednesday April 2nd 1845.

Commences with moderate breezes from E by N. all sail set course N ½ W. middle part winds from E.S.E. & equally part of the time. latter part fine fresh breezes from the East'd and pleasant. Tom Brown off duty with Scurvy.

Latt by Obs. 15.22 South
Long by Chron. 132.23 West.

## Thursday April 3rd 1845.

Begins with fresh breezes from E by S. and pleasant. course N ½ W. all sail set. middle part the same. latter part wind increases & squally. crew at Ship's duty.

Latt. by Obs. 12.33 South
Long. by Chron. 131.37. by Lunar. 132.48 West

## Friday April 4th 1845.

Begins with fresh trades from E.S.E. all sail set, course N. by W. ½ W. pleasant. took a Lunar Obs. middle part &c &

## Remarks onboard Friday April 4th 1845.

breezes took in stun'sails & royals - Latter part more moderate set them again, course N by W. Latt by Obs. 9.51 South
Long. by Chron. 133.32 W.

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## Saturday April 5th 1845.

Begins with pleasant trades from E by S. all sail set, course N by W. ½ W. at dusk set preventer braces on booms & topsail yards equally, winds E.S.E. middle part - equally with rain, took in stun'sails - latter part pleasant made all sail, course N by W. ½ W. all hands forward complaining of Scurvey 5 of them bad. Latt by Obs. 7.16 South. Long. by Chron. 134.32 W.

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## Sunday April 6th 1845.

Begins with moderate breezes from E.N.E. all sail set - course N. by W. ½ W. at 5 A.M. winds veer to N.E by N. in stun'sails ship heading N.W. by N. on a wind - middle part the same with thunder squalls - Latter part - pleasant - course N by W winds from N.E. to East.
Latt by Obs. 5.35 S.
Long at 10. 135.09 W.
at 3. 135.14

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## Monday April 7th 1845.

Begins with fresh breezes from E.N.E. all prudent sail set, course N by W. middle part baffling from N.E to East. Latter part equally at 11 P.M. winds from E.S.E. set the stun'sails - 8 men down with the scurvey.
Latt by D.R. 4.20 S.
Long. at 4 P.M. 136.01 W.

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## Tuesday April 8th 1845.

Begins with light airs from E by S. all sail set course N by W at dusk winds equally from N.E. middle part equally with rain & lightning - latter part pleasant made all sail, ship heading N by West - 8 men bad with the scurvey. Latt 2.42 S.
Long. 136.47 W.

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## Wednesday April 9th 1845.

Begins with pleasant weather and light breezes from E.N.E. all sail set. course N by W. ½ W. middle & latter part - moderate breezes and pleasant all sail set - course North by West -

Remarks onboard Wednesday April 9th 1845.

most of the crew complaining of the scurvey. So ends

Lattitude 00.59 S.

Thursday April 10th 1845.

Begins with moderate breezes from E.S.E. and pleasant - all sail set - course N. by W. middle part the same - course N. N.W. latter part fine breezes & pleasant - course West by N. wind E.N.E. several men down with the scurvey.

Latt. by Obs. 1.00 N.

Long. at 2. 137.45 W.

Friday April 11th 1845.

Begins with moderate breezes from N.E. by E. all sail set course N.W. by N. middle part the same - at 10. took in stun'sails wind N.E. by N. had some words with Mr Davis about keeping watch he came on deck a ½ past 1 in the middle watch supposed me to be asleep when I was not latter part moderate breezes & pleasant. So ends this day.

Latt. 2.57 North.

Long. 139.47 West

Saturday April 12th 1845.

Begins with moderate breezes from N.E. by N. all sail set ship heading N by E. middle part - strong winds from N.E. set fore topmast stun'sail and in royals course N.W. by N. latter part strong winds & squally - Latt. by S.R. 2

Long. 141.49 West.

Sunday April 13th 1845.

Commences with fresh breezes from N.E. all pendent sail set course N.W. by N. took a Lunar - opened a Bbl of Flour - middle part strong breezes - latter part severe squalls, course N.N.W. winds N.E. by E. 12 men sick with the scurvey. So ends.

Latt. by Obs. 7.00 N.

Long. by Ch. 143.50 W.

Monday April 14th 1845.

Commences with strong N.E. trades and squally - course N.N.W. middle part much the same took in light sail at daylight set them again - latter part moderate - 8 men sick with the scurvey - 5 off duty.

Latt by Obs. 9.24 N.

Long. by Ch. 144.52 W.

Remarks onboard Tuesday. April 15th 1845.

Begins with strong N.E trades course N.W. by N. all sail set watch employed at ships duty - middle part the same, in main topgallant sail - latter part moderate gales and heavy sea running - single reef'd the topsails - course N.W. by N.

Latt. by Obs. 11.58 North.

Long. at 10. 145.00 West.

Wednesday April 16th 1845.

Begins with strong N.E. trades & heavy sea, course N.W. ½ N. all pendent sail set, single reef'd the topsails, main top-sail yard broke ½ in two, at 4 a.m. course N.W. ½ N. Ship has made 192 miles distance course N. 34½ degrees W. under single reef'd topsails for the last 12 hours - middle part, winds N.E. hoisted up Bow & waist Boats - latter part more moderate set topgallant sails over reef'd topsails -

Latt by Obs. 14.33 N.

Long. at 3. 148.48.

Thursday April 17th 1845.

Commences with strong winds from the N.E. all sail set - course N.W. ½ N. middle part squally - latter part strong breezes and hazy, made a new sail for Bow Boat, broke out for Beef Pork & Molasses, and got Anchor gear in readiness - 9 men off duty with the Scurvey.

Latt by Obs. 16.57 N.

Long. at 10. 150.50 W.

at 3. 151.15 W.

Friday April 18th 1845.

Commences with strong N.E. trades, course N.W. ½ W. all pendent sail set, at 4 a.m. course N by W. set lower stun sails - middle part squally, ship going 11 knots per hour latter part winds more to the Northward

Latt by Obs. 19.07 N.

Long. at 4. 153.58 W.

Saturday April 19th 1845.

Commences with strong N.E trades, course N.W. by West at 1 A.M. bore up W.N.W. saw the Island of Hawaii bearing E. point N.W. by W. dist. 20 miles at 4 A.M. E point bore W. 9 miles distant Long. by Chron. 154.10 W. Long. by

## Remarks onboard Saturday April 19th 1845.

E. point 154.58- which gives Chronometer 48 miles to Eastward of the Ship- Sent up main royal yard, at 4 AM. got up and bent the Chains overhauled 15 fathoms each, at 8 AM Let North Point bore NW by W. Ship heading N by W. on a wind with all pendent sail set- at 3 o'clock middle watch haul'd up the courses and hove head yards aback heading N.N.E. at daylight made all sail Steering along shore 15 miles off land, at Noon E. point of Maui bore S. by E. dist. 15 miles Steering N by W. along the shore, thick squally weather Land 5 miles off making & shortning sail as occasion requires. Latt. and Longitude No Obs'v.

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## Sunday April 20th 1845.

Commences with strong winds from the East and squally course along the North side of Maui 5 miles from Land. at 4 A M. hauled in for the anchorage of Maui came too at Sunset ½ mile to Seaward of the Shipping in 18 fathoms with 50 fathoms chain out and a strong tide running to the N.W. middle and latter part calm, at 7 PM. got under weigh to go up abreast the port breeze left us came too again in 16 fathoms water- both watches sent onshore to spend the day- Seurvey men left in charge of the Doctor- 3 Ships went to Sea- 2 came in, 26 Ships at anchor. So Ends the day.

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## Monday April 21st 1845

Begin with light airs & calms at dusk liberty men came off- set anchor watch- Capt Davis onshore for the night— latter part moderate breezes- sent Larboard on Shore on a-cruise employed one watch in Blacking Ships Bends.

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## Tuesday April 22d 1845.

Commence with strong breezes outside, calm in Shore arrived Ship Thos Dickason- got my discharge from this Ship & an order for my voyage to the amt. of 700 of Whale 65 & Sperm and 7000 lbs Bone. took my things onboard the Ship Sabrina and shipped to her as 1st. Officer.

## Remarks onboard Wednesday April 23. 1845.

This day I. John Crowell shipped onboard the Ship Midas of New Bedford as first officer and commenced duty - sent down the main topsail yard and fitted another, broke out for Water Casks, one watch on liberty so Ends the day - at anchor at Lahaina.

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## Thursday April 24th 1845.

Commences with light winds - larboard watch on liberty - sent a raft of water casks onshore - stowed down 60 Bbls Sperm Oil in the fore hold & fitted main-topsail yard so ends the day - still at anchor.

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## Friday April 25th 1845.

Commences with fine weather, sent up main-topsail yard, one watch on liberty - got off a raft of water & commenced painting ship - so Ends these 24. hours.

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## Saturday April 26th 1845.

Begins with strong breezes from the S.W. sent a raft of casks onshore, one watch on liberty - employed one watch in painting ship. still lying at anchor.

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## Sunday April 27th 1845.

Commences with fine weather - all hands onshore - at sunset crew came onboard so ends the day.

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## Monday April 28th 1845.

Commences with light airs and fine weather, one watch on liberty - sent up main topsail yard and bent the sail so ends these 24 hours - still at anchor.

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## Tuesday April 29th 1845.

Commences with light breezes from the South West, one watch on liberty, took onboard a raft of water and stowed the same in the fore hold, fitted anew the Bob stays - so ends these 24 hours - still at Anchor.

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Remarks onboard Wednesday April 30th 1845.

Commences with light airs around the compass - employed in repairing one of the boats - one watch on liberty - so ends the day - still lying at anchor.

Thursday May 1st 1845.

This day employed in fitting head stays and repairing the boats. so ends the day - one watch onshore.

Friday May 2nd 1845.

Begins with fresh breezes from the South - fitted the boats - one watch on shore - so ends - still at anchor.

Saturday May 3rd 1845.

Commences with thick and rainy weather - employed one watch in taking in recruits, goats, potatoes &c one watch on liberty - so ends the day - still at anchor.

Sunday May 4th 1845

Commences with light airs & calms - all hands with exception of one boats crew on liberty - so ends the day.

Monday May 5th 1845.

Commences with moderate winds - Capt. Davis went onshore to look for deserters found Cushman the blacksmith onboard the Canton brought him onboard and put him in the Irons - Crew employed in getting Ship ready for Sea. so ends the day - still at anchor.

Tuesday May 6th 1845.

Commence with fine weather and light winds, all hands onboard with the exception of one boats crew on Ship's duty - and John Dunham who was discharged and chancey since deserted. middle and latter part the same - took our anchor and went to sea - laying off and on Lahaina waiting for the Capt. & boats crew onshore - so ends the day.

W.

## Remarks onboard Wednesday May 7th 1845.

Commences with light winds and a thong current came to an anchor again at noon the Capt. came onboard got under weigh with a light wind from the S.E. latter part breeze freshens, shaped our course for Honolulu, Oahu. so ends the day. ———

## Thursday May 8th 1845.

Commences with strong breezes and clear weather, at middle part came to an anchor in Honolulu roads outside the reef in 17 fathoms water. furled the sails and cleaned up decks. latter part. Capt Davis went on shore so ends this day at anchor.

## Friday May 9th 1845.

Commences with light breezes from the N.N.E. middle and latter part the same, boat off and on shore so ends the day at anchor off the Port of Honolulu.

## Saturday May 10th 1845.

Commences with strong breezes from the N.W. the captain on shore. middle part the boat came onboard John Brown deserted. latter part the same. so ends the day.

## Sunday May 11th 1845.

Commences with a fresh breeze from the N.E. Clinton Palmer a boatsteerer deserted this day middle part fine, at 5 P.M. all hands being onboard refused to take the anchor and proceed to sea without first seeing the Consul 12 of them. here follows a list of their names. viz. — Sam'l White, John England, Richard Brown, Wm. Marley, Thomas Brown, Daniel Cummins, Sam'l Cushman, Mink Almer, Antone, White & Emanuel. so ends the day.

## Monday May 12th 1845.

This day the Capt. went on shore to see the Consul but he would not come off to the ship. middle part the men duly came aft and said they were ready for sea,

Remarks onboard Monday May 12th 1845.

latter part - weighed our anchor and stood to Sea - steering W.S.W. 32 hands onboard all told so ends.

Tuesday May 13th 1845.

Commences with light winds and calms, at 6. took a strong breeze from the N.E. course N.W. the west point of Oahu bearing S.E. dist. 20 miles - middle and latter part strong breezes & thick weather - at 6 P.M. saw Kauai bearing N.W by W. 15 miles distant, at noon the N.W. point bore S.W. dist. 30 m. so ends. no observation

Wednesday May 14th 1845.

Commences with strong winds & squally - crew employed fitting & painting the boats - middle & latter parts the wind from all quarters - course N.N.W. so ends.

Latt. 24.40 N.
Long 160.11 W.

Thursday May 15th 1845.

Commences with light winds from E.N.E. course N.W.W. watch at ships duty - middle part - winds light and variable - latter part employed mending sails - so ends.

Latt 26.04 N.
Long. 160.00 W.

Friday May 16th 1845.

Comes in with light winds from the Eastward - employed mending fore-topsail - middle & latter parts - weather the same - so ends the day - Latt. 26.35 N. Long. 160.11 W.

Saturday May 17th 1845.

Commences calm - broke out and cooped Bread and Flour - middle and latter part mended fore-topsail - so ends the day. Latt. 26.46. N. Long. 161.04.

Sunday May 18th 1845.

Commences with light airs from the South - course N.W. middle and latter parts the same - so ends this day.

Latt. 27.08 N. Long 161.40 W.

## Remarks onboard Monday May 19th 1845.

Commences with light airs from the South, heading to. by N. with all sail set - latter part - light breezes from the N E. heading to the N N W. repaired the fore topsail.

Latt. 27.52 N.
Long. 161.43 W.

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## Tuesday May 20th 1845.

Begins with light winds from the East - course N.W by N. latter part - unbent the main top gallant sail and bent another one - so ends with all sail set.

Latt 29.27 N.
Long. 162.03 W.

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## Wednesday May 21st 1845.

Begins with light winds from East - course N.W. by N. middle part moderate - unbent the mainsail and repaired it - latter part wind and weather the same - so ends.

Latt. 30.53 N.
Long. 162.26 W.

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## Thursday May 22nd 1845.

Comes in with light winds from the N W. course same mended the mainsail at 6 P M. bent it - latter part wind more to the N'd. course N N E. blowing fresh, ends rainy, double reef'd the topsails. No Observations.

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## Friday May 23rd 1845.

Commences with strong breezes from the Northward at 2 P.M tacked to the Westward under double reef'd topsails - latter part wind to the N.E. course N W. fitted the cutting falls for whaling. So ends this day -

Latt. 32.10 N.
Long. 164.00 W.

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## Saturday May 24th 1845.

Commences with strong winds from the N E. course N W by N under double reefs. middle part the same - latter part more moderate, out reefs and set top gallant sails heading up N N West. Sounds the day.

Latt. 35.01 N.
Long. 164.50 W.

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## Sunday May 25th 1845.

Comes in moderate with thick & heavy weather - course N N W. wind N E by E, middle part the same - latter

Remarks onboard Sunday May 25th 1845.

hart - wind from the Eastward Steering North with all sail set - so ends the day - Latt. 34.40 N. Long. 165.00 W.

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Monday May 26th 1845.

Commences with moderate winds from the West - course North, thick hazy weather - latter part - wind hauled to the S.E'd Steering North with all sail out - set Stun'sails low and aloft - so ends the day - Latt. 36.40 N. Long. 164.30 W.

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Tuesday May 27th 1845.

Commences with a fine breeze from the South - course North carrying all sail - at 7. in Stun'sails and put the boats on the upper cranes - saw 1 Finback - latter part - light winds from the Westward so ends this day - Latt. 38.40 N. Long. 164.30 W.

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Wednesday May 28th 1845.

Commences with fresh breezes from the South - Steering N. middle part light and varying - latter part the same - so ends this day. Latt 40.30 N. Long. 163.40 W.

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Thursday May 29th 1845.

Commences with thick rainy weather - winds from all hart of the compass - at 6 P.M. wind from the E'd course N.N West - six men off duty sick - latter part strong breezes from the South course the same - put the ship under double Reef's Latt 43.14 N. Long. 163.40

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Friday May 30th 1845.

Commences with strong breezes from the W'd. course N by W. under double Ref'd topsails - saw grampuses & finbacks took in the mizzen topsail - latter part made all sail, course N.N.W. painted a boat. so ends. Latt. 44.29 N. Long. 164.00 W.

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Saturday May 31st 1845.

Strong breezes from the South - course N.W. by W. saw finbacks & grampuses - sent another fore topsail latter part Rigged sent down Royal masts 46.30 N. 165.00 W.

Remarks on board Sunday June 1st 1845.

Commences with strong breezes from the S.W. course N.W. by W. all sail set - middle part the same - latter part - strong breezes and clear weather to ends. Latt. 48.20 N.
Long. 166.29 W.

Monday June 2nd 1845.

Comes in with light breezes from the S.W. course N.N.W. all sail set alow & aloft - Middle part - wind increases. Latter part blowing a gale from the South, in all sail to a close reef'd main-topsail - foresail & main Spencer
Latt. 49.00 N.
Long. 168.40 W.

Tuesday June 3rd 1845.

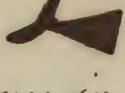
Commences with a strong gale and heavy sea - Middle part let out one reef from main topsail - Latter part continues the same wind varying 3 or 4 points. Latt. 50.07
Long. 169.30

Wednesday June 4th 1845.

Comes in with a strong gale from the S.W. under a double reef'd main topsail, foresail & Spencer - Middle & latter parts wore ship to the Westward and set double reef'd topsails - thick fog and rainy weather - Latt 51.00 N.

Thursday June 5th 1845.

Strong winds from the S.S.West - heading W by N. Middle part rainy & foggy - Latter part - at 6 o'clock saw a sail steering W. at 10 AM. saw Whales, lowered - no success.
Latt. 50.00 N. Long. 171. West



Friday June 6th 1845.

Comes in with a thick fog at times - at 2 PM. saw 6 W. Whales lowered but could not strike - Spoke a French Barque at 8 PM. took in all sail - Latter part - saw a Whale going quick - One sail in sight -
Latt 50.20 N.
Long. 171.30.

Saturday June 7th 1845.

Commences with strong breezes from E.S.E. with rain and fog - double reef'd the Topsails - Latter part - rain

Remarks onboard Saturday June 7th 1845.

fog and strong breezes - saw Whales but could not lower on account of the rough weather. Latt. 50.10 N.
Long. 169.20 W.

Sunday June 8th 1845.

Commences with thick and rainy weather - at 4 P.M. cleared off - saw Whales lowered without succes, at 8 P.M. came onboard and took in sail - Latter part - thick & rainy with a light breeze from S.E. heading S.W.
Latt 50.50 N. Long. 169. 18 W.

Monday June 9th 1845.

Commences with a thick fog & rain at 3 P.M. saw 1 Whale lowered, fastened and took him alongside and commenced cutting in - at 8 P.M. took in all sail - Latter part - rain and fog - finished cutting - Latt. 50.40 N. Long. 169.30.

Tuesday June 10th 1845.

Commences with breezes from the S.West crew employed in boiling, wore Ship to the S.E. at 4. P.M. saw Whales too thick to lower - Latter part - fresh breezes and cloudy weather - saw finbacks - no bbls' oil -

Wednesday June 11th 1845.

Commences with light breezes from the S.W. employed in boiling - saw finbacks - Ships head S.S.E. - Middle part - wind & weather the same - Latter part still boiling - under double reef'd topsails - Latt. 50.00 N.
Long. 170. 10 W.

Thursday June 12th 1845.

Comes in with strong winds from the N.W. heading to the S.W. under double reef'd topsails - at 6. P.M. saw Whales going quick to the S.W. did not stick any Middle part - strong breezes and rainy weather took in all sail - latter part - under double reef'd topsails people employed in scraping bone & ends.
No Observations.

## Remarks onboard Friday June 13th 1845

Commences with moderate breezes from the S. West at 4 P.M. saw 1 small Whale - lowered Starboard Boat struck and took him alongside - middle part commenced cutting in - latter part employed stowing down - so ends.

No Observations -

## Saturday June 14th 1845.

Commences with light breezes and fine weather - at 2 PM. saw 1 Whale lowered but without succes people employed stowing down - at 8 PM finished stowing - whale made 130 Bbls. Latter part - fine weather - at 6 PM. began to boil. No Observation

## Sunday June 15th 1845.

Commences with light breezes from the S West crew employed boiling - Middle and latter part - fresh breezes from the South with thick and rainy weather at 8 A.M. saw two whales but could not lower on account of the foge - so ends this day - No Observations.

## Monday June 16th 1845.

Comes in with strong breezes from the South, thick and foggy - saw several finbacks - at 4 PM. finished boiling - turned up 30 Bbls. a dry Skin - Latter part - Continues the same - so ends - No Observations -.

## Tuesday June 17th 1845

Comes in with fresh breezes from the South lying on different tacks - employed in stowing down - at 4 PM. saw two whales - lowered to no purpose - Spoke the Barque Benicia of New London, also, the Ship Timor of same place - Latter part saw lots of whales lowered but could not strike - so ends.

Latt by Obs. 50.50 N. Long. 169.40 W.

## Wednesday June 18th 1845.

Commences with strong breezes from the S.E. at 4 PM. Spoke

Remarks onboard Wednesday June 18th 1845.

the Timor of Sag Harbour boiling had picked up a dead Whale - Latter part strong breezes from the S.S.E. Set double reef'd topsails at Steer'd to the Westward with thick & rainy weather So Ends the day - No Observation.

Thursday June 19th 1845.

Commences with strong breezes from the S.S.E. with a thick fog & rain under double reef'd topsails steering S.S.W. middle & latter part wind & weather much the same -

Latt. by D.R. 50. 10 South.

Friday June 20th 1845.

Comes in with fresh breezes steering S.W. with a thick fog under double reef topsails - employed setting up Rattlins Middle & latter part more moderate but raining with fog.

Latt. by Obs. 49. 01

Long. by Ch. 175. 10 W.

Saturday June 21st 1845.

Comes in with strong breezes from E.S.E. steering W. S.W. saw finbacks & grampuses - middle & latter part moderate gales from the same quarter under double reefed main topsail and foresail. Latt. 49.30 N. Long. 177. West.

Sunday June 22nd 1845.

Commences with fresh gales from the E.S.E. under close reef'd main topsail & Spencers - at 6 P.M. wore Ship to the S.West Middle and latter parts the same - at 8 P.M. Set double reef'd fore & mizzen topsail and kept her W by S. No observation

Monday June 23rd 1845.

Moderate winds from E.S.E. steering W by S. with rain & fog, middle part wind W.S.W. heading W.N.W. with all sail set latter part thick fog and raining - So ends. Latt 49 00 North

Long. 178. W.

Tuesday June 24th 1845.

Comes in with moderate winds from the S.E. course W.by S. middle & latter parts - strong breezes - double reef'd the

Remarks onboard Tuesday June 24th 1845.

topsails - weather rainy with a thick fog - ship in green water - saw nothing - so ends Latt. 49.30 N. Long. 179. E

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Wednesday June 25th 1845.

Comes in with fresh breezes from the E.S.E. course W.S.W. Set out 2 reefs from main topsail - Middle part strong breezes - Soon close reef'd the main-topsail - latter part more moderate - made all sail and steered N.West so ends the day - Latt 49.45 N. Long. 170.30 E.

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Thursday June 26th 1845.

Comes in with fresh breezes from the E.S.E. steering N.N.W. with all sail set - at 8 PM. took in all sail and hove too on the western tack - Middle part thick fog & squally latter part - at 8 AM. saw 2 Whales lowered - chased all day to no purpose - so ends. Latt. 50.01 N. Long. 170.40 E.

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Friday June 27th 1845.

Commences with a thick fog with squalls & rain - wind from the South at 8 PM. took in all sail - Middle part the same - latter part made all sail - at 4 PM. saw Whales lowered but to no use - so ends Latt. 50. N. Long. 170. E.

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Saturday June 28th 1845.

Commences with fresh breezes from the N.N.E. and thick foggy weather saw finbacks & grampuses - at 7 PM took in all sail - latter part made sail and steered S.East - weather squally with a heavy fog. So ends this day - Latt 49.45 Long. no Obs.

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Sunday June 29th 1845.

Commences with moderate breezes and clear weather, wind N.N.E. saw finbacks - steering S.East with all sail set. at 8 PM. Spoke the Ship John Edwards with 1600 bbls saw whales several times throughout the day - lowered and chased but met with no success - so Ends.

Latt 49.40 South
Long. 170.20. East

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Remarks on board Monday June 30th 1845.

Commences with fresh breezes from the N.E. with squalls, middle part clear weather - latter part - strong breezes from the N.West - saw whales going quick - lowered but did not get past - first clear day in this month.

Latt 49.03 N

Tuesday July 1st 1845. Long. 179.00 E

Commences with strong breezes from the W.N.W. steering to the Southward in green water - middle part strong breezes and cloudy - latter part under double reef'd topsail saw finbacks - 50 cods - Latt 49.30 N. Long. 170.30 East.

Wednesday July 2nd 1845.

Commences with strong breezes from W.N.W. at 4 P.M. saw 1 whale - lowered but did not strike him - at 8 o'clock took in all sail - Latter part at 6 P.M. saw a Whale but too foggy to lower - laying with the main topsail aback saw finbacks -

Latt 49.30 N.
Long. 170.00 E

Thursday July 3rd 1845.

Commences with strong breezes from the W.S.W. under double reef'd topsails with a thick fog leading to the S.East middle part under double reefs - latter part strong breezes with a thick fog and rain - saw nothing

Latt. 49.50
Long. 167. East

Friday July 4th 1845.

Commences with strong breezes from W.N.W. under double reefs middle part - heavy sea and blowing fresh, latter part saw 2 whales but did not lower blowing hard with fog and rain. So ends this day. No observations.

Saturday July 5th 1845.

Comes in with strong breezes from the North ship under double reef'd topsails - at 7 P.M. took in all sail - at 8 o'clock spoke the Ship Albion of Fairhaven - middle & latter part more moderate with wind from the North boat ship heading N.East saw nothing

Latt. 48.59 N.
Long. 167.40 E.

## Remarks on board Sunday July 6th 1845.

Comes in with moderate breezes from the N.N.W. steering N.E. in company with the Albion - at 8 P.M. took in all sail - latter part fresh breezes from the N.N.West heading West with all sail set - unbent the main top gallant sail and repaired it - so ends this day - Latt. 49.16 N
Long. 167.28 E.

## Monday July 7th 1845.

Commences with moderate breezes from the N.N.W. steering to the Westward with all sail set - at 8 P.M. double reefed the topsails - middle part fine weather - saw finbacks & grampuses - latter part fine weather - so ends -
Latt. 49.28 N.
Long. 166.30 E

## Tuesday July 8th 1845.

Commences with light breezes from the South heading W.N.W. with all sail set - saw finbacks - at 4 P.M. unbent the foresail and bent another - Middle & latter parts winds from the S.E. steering N.W. with all sail set so ends this day - saw nothing of whales - Latt. 50.10 North
Long. 165.51. East

## Wednesday July 9th.

Commences with fine weather - wind from the S.East ships course N by W. with all sail set saw 1 ship steering to the North - Middle & latter part fine - saw 6 sails all steering to the Northward - Repaired the fib. so ends
Latt 51.30 North
Long. 165.30 E.

## Thursday July 10th.

Comes in with moderate breezes from the W. all sail set 7 ships in sight - at 7 P.M. spoke the Enterprise of New Bedford with 4 Whales this season - latter part spoke the ship Splendid of Edgartown - saw 1 Whale lowered but no success - so ends. Latt 52.16 North Long. 165.05 E

## Friday July 11th 1845

Comes in with strong breezes from the South steering to the South with all sail set - spoke the ship Charlestown of New London with 7 Whales this season - 6 ships in sight

## Remarks on board Friday July 11th 1845.

two of them boiling - at 8 PM took in all sail - latter part foggy with rain. So ends this day — Latt 52.30 Long 164.50 E.

## Saturday July 12th 1845.

Commences with thick foggy weather at 2 P.M. clear saw 1 Whale lowered but did not strike the fog coming on, latter part wind from the N.N.W. heading N.N East, saw 3 Ships boiling - So ends the day. Latt 53.06 N.

## Sunday July 13. 1845.

Commences with fine clear weather - saw several sail at 6 P.M. spoke the Crown Princess of Hanover with 2800 Bbls middle & latter part fine clear weather & wind N.E - course N.N.West, 3 Ships in sight to ends. Latt 53 40 N

## Monday July 14th 1845. Long. 165.50 E.

Commences with fine breezes from the N.E. steering W.N.W. with all sail set - at 8 o'clock took in sail - two ships in sight - middle and latter part strong breezes from the same quarter - at 8 A.M. saw Whales - lowered to no purpose - returned to the ship - at 10 o'clock lowered for the same Whales - L.B. struck and cut the line with the spade - So ends — - Latt. 54.00 N. Long. 165. 30 East

## Tuesday July 15th 1845.

Commences with strong breezes from the N.E. heading all round the Compass - latter part strong breezes from the North - 6 Ships in sight - among them the Charles Phelps, Montezuma, Richmond and the Heroine — ends with rain. Latt 54.10 N. Long 164.30 E.

## Wednesday July 16th

Comes in with strong breezes - rain & heavy sea wind N. heading to the Eastward - latter part strong wind & rain from N.E. heading N.W. under double reef'd topsails saw 1 Ship heading towards the land. Latt 54.00 N. Long. 163.00 E.

Remarks outward Thursday July 17th 1845.

Commences with strong breezes from the N.N.E. steering N.West under all sail - saw Humpbacks - middle and latter part light breezes from the E.N.E. steering in for the land bearing South distant 25 miles &c. Latt. 54.19 N.
Long. 161.13 E.

Friday July 18th 1845.

Comes in with light breezes from E.N.E. course WNW. all sail &c saw several ships in under the land 18 ships off there boiling - middle and latter parts double reef'd the topsails - at 3 PM, made all sail and stood in for the land - 2 Ships in sight. 2 ends. Latt 54.10 N.

Saturday July 19th 1845.

Comes in with light breezes and fine weather wind from the N.N.E. spoke the Ships George of Fair Haven 9 mos out with 1100 Bbls - middle and latter parts saw 6 ships heaving in all directions. Kept her N by W. Land 15 miles distant saw Humpbacks 2 ends this day. Latt 54.44

Sunday July 20th 1845.

Comes in with strong breezes from the South course N by E spoke the ship Courier of New Bedford - at 8 o'clock took in sail - latter part - fine weather made all sail on the ship - at 10 AM. lowered for Whales - struck one and bound him lost 200 fathoms line & 7 Irons. Land 35 miles off
No Observations

Error

Monday July 21st.

Commences with fine weather steering in towards land 5 ships in sight, at 8 P.M. spoke the Amythest of N.B. 1500 this season - middle part blowing fresh from the Southward - heading E by S. latter part under reefed topsails, Spencers & reef'd foresail - 10 Ships in sight.

Tuesday July 22nd 1845.

Comes in with strong breezes from the W'd - heading E by N. foggy middle & latter parts light airs & calms with fog & rain - the land in sight distance 30 miles off. 2 ends this day &c

Remarks on board Wednesday July 23d 1845.

Commences with light breezes from the Eastward - 6 ships in sight - at 7 P.M. Spoke the Iwashonks of New Bedford or rather of Falmouth - Steered in shore with all sail set - Spoke the Viscaunet of Lag Harbour & ends this day Land in sight distant 25 miles. Latt 54.48 N.

Thursday July 24th. 1845.

Commences with fresh breezes from the S.W. at 6 P.M. Spoke the Timor of Lag Harbour - Middle and latter part moderate breezes with fog at times - at 8 A.M. saw Whales lowered Waist Boat Struck and sunk him - Land 20 m dist.

Friday July 25th 1845.

Commences with a thick fog, rain and wind from the S.S.W. Steering in for the land - P.M. land distant 4 miles wore ship off shore & S.E. took in the foresail and close reef'd the main topsail &c. Latt 55.00 N.

Saturday July 26th 1845.

Commences with a strong gale from the S.S.W. heading off the land under close reef'd main topsail & foresail Middle part the same - Latter part more moderate Set the T.gsails and double reef'd them, ends Latt 54.40

Sunday July 27th 1845.

Comes in with strong breezes from the South - Steering in towards the land - at 7 P.M. saw 3 Ships Spoke one, Middle part Strong breezes - Latter part much the same. 5 Ships in sight - Land 15 miles distant. Latt. 55.05 N.

Monday July 28th. 1845.

Comes in calm - saw several Ships - and one Whale going quick to windward did not lower for him — at 7 P.M. Spoke the Ship Mechanic, Pratt of Newport - latter part severe rain Storm - 9 Ships in sight - Land distant 20 miles. Latt. 55.00 N.

Remarks on board Tuesday July 29th 1845.

Comes in with heavy winds & rain – at 7 P.M. took in sail – middle part blowing storm and a heavy sea latter part more moderate saw 11 ships this day – land in sight distant 25 miles – Latt. 55.03 N.

Wednesday July 30th 1845.

Comes in with light airs – saw several finbacks – 11 sail in sight – Middle & latter part strong winds from the West steering towards the land distant 20 miles – Latt. 55.40 North

Thursday July 31st 1845.

Commences with light airs and calms – 3 ships in sight one boiling – middle and latter parts winds from the S.E. saw a dead whale but too bad to take in took one Iron from him – so ends this day – . No Obs'v.

Friday August 1st 1845.

Commences with thick fog and rainy weather – employed in mending the waist Boat – at 8 P.M. double reef'd the top=sails – middle part light airs & calms – latter part same spoke the Ship Golconda of New Bedford – 3 whales – Land distant 12 miles to leward so ends – Latt 56.08 North

Saturday August 2d 1845.

Commences with light airs and calms – middle and latter parts moderate with rain saw nothing – so ends – No Observation

Saturday August 3rd 1845.

Commences with strong breezes from the North and hard rain – at 7 P.M. spoke the Ship Pacific of New Bedford middle and latter parts calm saw 4 ships so ends. Latt 55.25 N

Monday August 4th.

Commences with light breezes from the N.N.E. steering E.S.E. at 8 P.M took in sail as usual – at 4 P.M. spoke the Ship Canada of New Bedford bound into Saint Peters & Paul the Capt. being sent – middle parts light airs

## Remarks onboard Monday August 4th 1845.

and calms - latter part the same - at 10 A M. saw 2 whales lowered but to no purpose. Latt 55.35 N.

## Tuesday August 5th

Commences with light airs and calms - saw several ships spoke the Pacific of New Bedford - latter part light breezes from the S East steering N East with all sail set - repaired the mizen topsail - so ends. Latt 55 40 N.

## Wednesday August 6th.

Commences with light breezes from the S.E. steering N East at 4 P M. spoke the Ship Italy of Sag Harbour boiling - crew repairing the mizen topsail - latter part - strong breezes from the East steering N. and N by W. the Land in sight to Eastward distant about 30 miles. No Observation

## Thursday August 7th

Commences with strong breezes from the Eastward with rain and thick fog - steering N. under double reef'd topsails - middle & latter parts moderate gales from E. to South under close reef'd main topsail so ends this day off Kamtschatcha head. Latt. 56.20 North.

## Friday August 8th 1845.

Commences with strong winds from the South heading Eastward under double reef'd topsails - at 7 P M. took in sail - latter part more moderate made all sail - thick foggy weather with rain. Latt. 56. 33 N.

## Saturday August 9th 1845.

Commences with strong breezes and heavy rain all sail in but a close reef'd main topsail and foresail at 6 P M. nearly calm - Latter part moderate wind from the South and foggy. so ends. Latt 55.40 N.

## Sunday August 10th.

Comes in with strong winds from the South - heading East - Middle part fine weather and clear - Latter part - Strong

Remarks onboard Sunday August 10th 1845.

breezes & foggy, Spoke the Ship Sabina of Sag Harbour with 500 Wbls this season - so ends - Latt 56.20 N.

Monday August 11th 1845.

Commences with strong breezes from the South heading E.S.E. at 3 P.M. moderated and a thick fog - took in all sail - Latter part fine weather and clear - wind from the S.E. saw humpbacks and 1 Ship so ends this day.

Latt 56.40 N.

Long. by Chron. 166.50

Tuesday August 12th 1845.

Commences with light winds from the S.E. saw 11 Humpbacks - Spoke Ship Henry Duke of Warren with 500 Bbls. Middle part foggy - latter part fine weather - saw nothing - wind from the South - heading on different Tacks -

Latt. 56.59 N.

Wednesday August 13th 1845.

Comes in with light winds from the South heading on different tacks with all sail set - middle part fine weather - latter part at 10 A.M. saw 1 right whale lowered struck and lost a line and two Irons - the Land in sight S.E. head bearing S.W. distant 20 miles. No Observations

Thursday August 14th 1845.

Commences with fresh breezes from the S.E. with thick and foggy weather saw 3 Ships - at 8 P.M. took in sail heading off shore - middle and latter parts - moderate gales from S.S.E lying too under close reef'd maintopsail so ends this day. Land in sight. Latitude 56.00 North

Friday August 15th 1845.

Commences with a gale from the S.S.E. with a heavy sea on laying too under a close reef'd main topsail heading E by S. middle part strong gales from the same quarter - latter part much the same - lying too under close reef'd main topsail so ends this day.

Latt 57.05 N.

# Remarks onboard Saturday August 16th 1845

Comes in with a strong gale from the S.SE. laying too under close reef'd main topsail & Spencers - at 7 PM. wore ship off shore heading E. middle part the same. Latter part - more moderate with thick fog - Latt. 56.40 N.

## Sunday August 17th 1845.

Commences with a thick fog and rainy - under double reef topsails - middle and latter part light winds and rain - winds from South to South East - Latt. 56.20 N.

## Monday August 18th 1845.

Commences with moderate breezes - at 3 AM. made all sail on the Ship thick & squally weather - saw 2 Ships standing North - middle and latter parts - light winds and calms - with a thick fog and rain storm - so ends off Ramstchatha head - Latt by D.R. 56.05 N.

## Tuesday August 19th 1845.

Comes in with strong breezes and a thick fog at 2 PM calm and rainy middle part the same - latter part strong breezes from the North standing in for the land. at meridian land 5 miles distant Latt. by obs. 57.02 N

## Wednesday August 20th 1845.

Comes in with fine pleasant weather - Ship close in with the land - saw 4 Ships - middle and latter part fine weather - at 4 P.M. saw Whales hoist boat fastened and sunk him - lost 80 fathoms line and 4 Irons - land in sight distant 25 miles. Latt. 56.26 N.

## Thursday August 21st 1845.

Commences with fine moderate breezes from E.S.East at 6 PM. saw Whales but did not strike - middle and latter part saw more whales - but did not lower for them on account of thick foggy weather. so ends this day - Land in sight 20 miles off.

Latt. 56.10 N.

## Remarks onboard Friday August 22d 1845.

Commences with light airs and calms winds from E S E. at 4 P M. clear weather saw 6 Ships heading S E — Land in sight 20 miles distant — Middle & latter parts — saw several Whales but could not lower on account of the Fog — P M. spoke the Bargue Newton of New Bedford — so ends the day — Latt 56. N

## Saturday August 23rd 1845.

Commences with thick fog and rain at 4 P M. took in fore and mizen topsails and furled foresail the land in sight bearing West dist. 20 miles Middle & latter part — at 10 A M. saw 2 Whales — going quick lowered but to no purpose. so ends. No Observations

## Sunday August 24th 1845.

Commences with strong breezes from the West — under double reef'd topsails — Land in sight — also 5 Ships — Middle part — much the same — Latter part strong breezes and rugged — at 10 A M. saw Whales struck one and lost the whole line. so ends this day — No Obs'v

## Monday August 25th 1845.

Commences with strong breezes from the South — saw Whales all around us — lowered but could not get on at 7 P M. spoke the Ship Luminary of New port Middle and latter part — strong breezes and rugged — saw 2 Whales and 3 Ships — so ends this day — Latt. 55. 40 N.

## Tuesday August 26th 1845.

Commences with a moderate gale from the South — under a close reef'd main topsail and foresail middle & latter part the same — saw finbacks — so ends — Latt 55. 40 N

## Wednesday August 27th 1845.

Strong breezes from S E. at 4 P M. saw the land bearing S E. 25 miles distant — middle and latter part thick & rainy Ship within 5 miles of the land. so ends. Latt. 55. 10 N.

## Remarks onboard Thursday August 28th 1845.

Comes in with strong breezes from the North —— at 2 P.M. Spoke the Ship Charles Phelps of Stonington, and saw 3 other Ships steering in for the Land. middle and latter part much the same. at 10 A.M. saw Whales chased all day without succes. So ends. Land in sight 20 miles distant. No Observation.

## Friday August 29th 1845.

Comes in with light breezes from the S.E. saw several Whales. lowered struck one and killed him. Bow Boat got stove. turned the Whale up & sunk him — at 7 P.M. Spoke the Ship Merrimac of New London the Land in sight distant 20 miles — Latt 55.07 N.

## Saturday August 30th 1845.

Comes in with light breezes from the S.S.East steering to the N.East with all sail set. middle and latter part saw Whales. lowered but met with no success. saw Seven Ships all Whaling. So ends. Latt. None.

## Sunday August 31st 1845.

Comes in with light airs and calms. at 2 P.M. saw a dead Whale. lowered and at 4 P.M. took him alongside and commenced cutting in. lost the head. Middle and latter part fine weather. employed in boiling. No Observation.

## Monday September 1st 1845.

Comes in with light breezes from the S.E. steering N by E. with all sail set. crew employed in boiling. Spoke Ship Brighton, Capt Cox of New Bedford. latter part light breezes. saw 1 Whale lowered but could not strike so ends this day. Land 30 miles off. Latt. 55.31 N.

## Tuesday September 2nd 1845.

Comes in with light airs all round the Compass crew employed in boiling. at daylight finished

## Remarks onboard Tuesday September 2d 1845.

saw 1 Whale lowered for him but could not strike - the land in sigh distant 20 miles - Latt 55.35 N.

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### Wednesday September 3rd 1845.

Comes in with calms - saw humpbacks & finbacks - middle & latter parts - calm and clear weather at daylight commenced stowing down oil in the main hatchway - at 8 o'clock saw whales - lowered 2 boats but could not strike came onboard again - at 10. o'clock saw more whales lowered for them to no purpose 6 Ships in sight all whaling - Land bears N.N.W. 3m. Off.

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### Thursday September 4th 1845.

Comes in with light breezes from E.N.E. at 2 P.M. finished stowing down - and lowered the boats for whales but without succes - middle and latter parts thick and foggy weather - Land bears N.E. distant 12 miles. Latt 56.09 N.

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### Friday September 5th 1845.

Comes in with fresh breezes from the S.S.E - course E by S. 4 Ships in sight one cutting in, at 6 P.M. spoke the Ship Margaret Scott of New Bedford - Land in sight bearing N.E. 12 miles distant - middle part strong breezes from South to South East - Latter part the same - at 10 A.M. saw 1 Whale going quick to windward - lowered but could not get past so ends this days Latt. 56.13 N.

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### Saturday September 6th 1845.

Comes in with strong breezes and rugged - steering in for the land - at 3 P.M. sent 2 boats in shore for fish - at 6 P.M. spoke Ship Charles Phelps of Stonington - middle part - fine weather - latter part at 5 A.M. saw 1 Whale lowered, the Larboard boat - struck and got stove and lost 250 fathoms line - so ends this day

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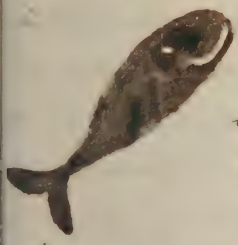
### Sunday September 7th 1845.

Comes in with fog and light airs - 4 Ships in sight - middle and latter parts much the same

Remarks onboard Sunday September 7th 1845.

Saw several Whales but got none - Land 10 miles dist.



Monday September 8th

Commences with light airs - at 6 P.M. saw 1 Whale - lowered, struck him - at 10 o'clock took him alongside the Ship lost 1 Line the Irons coming out - middle & latter parts - light breezes from the E.N.E with rain - at daylight commenced cutting in and finished at 12. So ends - Land in sight

Tuesday September 9th.

Comes in with strong breezes from the E.N.E. with light rain crew employed in boiling - middle and latter part saw several ships all beating off shore - ends with fog & rainy.

Wednesday September 10th

Commences with hard rain - at 4 P.M. cooled down the works - wind from the E.N.E. blowing fresh - took in the fore topsail - close reefed the main and mizzen - middle part about the same - latter part more moderate - commenced boiling again - the land in sight. Latt. 55. 15 N.

Thursday September 11th

Comes in with fine weather and moderate gales from the South - Course S.E. at 4 P.M. spoke the Ship Brighton of New Bedford - saw 6 Ships one boiling - middle and latter part strong breezes and rugged at noon finished boiling - So ends this day - No Observation

Friday September 12th 1845.

Commences with strong breezes from the South - course S.East - at 3 P.M. double reefed the Topsails - people employed in scraping down - at sunset took in sail as usual - middle and latter part strong breezes crew employed in stowing down oil in the forehold saw seven Ships - land in sight - distant 20 miles.

No Observation.

Remarks on board Saturday September 13. 1845.

Commences with thick and rainy weather — at 8 o'clock finished stowing down - middle and latter parts fine clear weather - saw 6 Whales going quick - lowered but did not get fast - so ends this day —

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Sunday September 14th 1845.

Commences with light airs from the South — steering N.E. - spoke a French Whaler and the Ship Brighton of New Bedford - saw Whales but did not strike - middle and latter part fine and pleasant weather - saw Whales but got none - Land in sight dist. 15 m.

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Monday September 15th 1845.

Comes in with light airs and calms - several ships in sight - middle and latter parts much the same - saw Whales lowered the boats - got none - Land in sight distant 20 miles - so ends this day — Latt. 56.22 N.

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Tuesday September 16th 1845.

Commences with light airs and calms - at 2 P.M. spoke the Helvetia, Porter of New London 15 mos. out with 1500 Bbls. middle and latter parts - fine weather - saw plenty of Whales lowered and struck one and drew from him - 10 Ships in sight - 6 of them boiling - Land 15 miles distant. so ends. Latt 56.40 N.

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Wednesday September 17th 1845.

Comes in with light breezes from the South steering N.W. b N.E. middle and latter parts wind from all quarters - saw plenty of Whales - struck [illegible] - so ends this day. Latt 56.10 N.

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Thursday September 18th 1845.

Commences with fresh breezes and clear weather land in sight distant 10 miles - middle and latter part saw plenty of Whales - struck 5 and [illegible] - so Ends this day —

Remarks onboard Friday September 19. 1845.

comes in with fine weather and plenty of Whales at 7 o'clock struck one and broke the Iron struck and killed another and took him alongside - Land in sight distant 15 miles - Latt. 56.40 -

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Saturday September 20th.

comes in with strong breezes from the the Northward - under double reef'd topsails - middle part the same - latter part strong breezes and rugged - at meridian picked up a dead Whale and found 4 Irons in him belonging to the Ship Merrimac of New London - Land in sight distant 15 miles

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Sunday September 21st.

Commences with light airs - employed cutting in and boiling - latter part finished cutting and made all sail on the ship steering North - wind from the South East several Ships in sight also the Land distant 10 miles

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Monday September 22nd.

Commences with a SE. wind steering from NNW. to S E. at sunset saw 3 Whales going which did not lower - latter part saw several sail - and spoke the Richmond of Newport & Brighton of New Bedford so ends the day - boiling - Land dist 10 m. Latt 57.00 N.

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Tuesday September 23rd.

Commences with light breezes steering North with all sail set - crew employed in boiling. middle and latter parts much the same. saw whales going quick did not lower - spoke the Brighton of N Bedford Land in sight distant 20 miles - so ends this day

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Wednesday September 24th.

Comes in with fresh breezes from SE. comes NE. at 8. finished boiling - saw Whales the Capt. chased all day but got none - Land in sight 10 miles distant Latt. 57.20 N.

Remarks on board Thursday September 25. 1845.

Comes in with light breezes & fine weather — at 8 PM. finished stowing down the bil — Middle and latter parts the same — Saw Whales very wild and going quick could not strike — land in sight distant 20 miles — So ends this day — Latt. 57.20 N.

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Friday September 26th 1845

Comes in with thick and rainy weather — 3 Ships in sight — middle and latter part the same — saw Whales — chased them but could not fasten — So ends with rainy weather Latt 57.20 N

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Saturday September 27th 1845.

Comes in Calm. Saw plenty of Whales — boats ah in chase but did not fasten — middle and latter parts — Strong winds and Rugged — Wind E by South — Ship in a Bay could not fetch out on either tack — So ends this day. Latt. 57.00 N.

Sunday September 28th. ———

Comes in with strong breezes from E by S. at 6 PM. set Whole watches and carried all sail — middle & latter parts some rain & hail — So ends the day. Latt 56.30 N.

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Monday September 29th

Commences with moderate breezes from E S. East & rainy — at 5 PM. spoke the Ship George of Fair Haven & Brighton of New Bedford — middle & latter parts strong winds with rain — Spoke the Italy of Sag Harbour. So ends the day Land 30 miles off. ———

Tuesday September 30th. ———

Commences with strong breezes from East South East — with rain and hail — Spoke the Ship Charles Phelps of Sag Harbour with 1300 bbls. middle & latter parts fine weather — Saw several ships So ends this day with pleasant weather. Off the N West head — land distant 10 miles — No observation.

Remarks on board Wednesday October 1st 1845.

Comes in with strong breezes from the N East - heading E & E. at 4 P.M. took in top gallant sails - middle & latter part strong breezes employed in rattling down the fore riggings Latt 26. 30 North Long. 161. 30 W.

Wednesday October 1st 1845.

Comes in with a fine breeze from the E & E. in company with the Brighton of New Bedford the head bearing W. N W. distant 10 miles - middle and latter part winds N. by. East. Steered S. by East under double reef'd topsails

Latt. 54. 27 N.

Thursday October 2nd 1845.

Comes in with a moderate breeze from N. by E. course S by E. under close reef'd topsails - sent down main royal yard - Brighton in company - middle and latter part - strong breezes carrying all standing sail Latt. 51. 24 N.

Friday October 3rd 1845.

Commences with strong breezes from N by E. with strong breezes - steering S East under double reef'd topsails in company with the Brighton - middle and latter part light winds & fine weather - saw one sail Latt. by Obs. 49. 55

Saturday October 4th 1845.

Commences with light airs and calms unbent the fore topsail and bent another - mended the old one - middle and latter part - strong breezes from the S E. at daylight hove to under a close reef'd main topsail & Spencer. so ends.

Latt 48. 53 N. Long. 164. 59 East

Sunday October 5th 1845.

Commences with a strong gale from the S E to the S West at 2 P.M. Set the foresail and spoke the Ship George of Fair Haven - Middle part more moderate latter part squally with rain & hail. so ends. Latt 48. 20 N.

Monday October 6th 1845.

Commences with moderate winds from the S W. course S. East

Remarks onboard Monday October 6th 1845.

with Squalls of rain & hail - middle & latter parts - much the same. So ends this day. Latt. by Obs. 46.18 N
Long. by Chron. 170.05 E

Tuesday October 7th 1845.

Comes in with strong breezes from the S.West course S.E by E. with heavy Squalls of hail and rain - middle and latter parts set Stun'sails low and aloft - repaired the main Spencer - So ends this day - Latt 44.29 N. Long. 172.40 E.

Wednesday October 8th 1845.

Comes in with moderate breezes from the West - course S.E. by East with all sail set - sent down the royal ~~masts~~ yards and sent the main Spencer - middle and latter part fine moderate weather - sent up the royal masts and crossed the yards wind from S.W. to N.W. course E.S.E. So ends -
Latt 42.47 N
Long. 175.10 E.

Thursday October 9th 1845.

Comes in with light airs and fine weather with all sail set - middle and latter parts fresh breezes from S.S.E heading up E by S. rigged up the main top gallantsail. So ends this day Latt. 42.44 N. Long. 178.30 E.

Friday October 10th 1845.

Strong breezes from S.S.E. heading East - sent down the Royal yards - took in the fore and mizen topsails and close reefed the main middle and latter part - gale increasing to a perfect hurricane. So ends. Latt 42.10
Long 179.30 E.

Saturday October 11th 1845.

Comes in with a strong gale from the S.E. at 2 P.M. the wind shifted to the S.W. close reefed and set the topsails and Steered S.E. by E. middle and latter parts fresh breezes & Squally with rain. So ends. Latt. 42.12 N
Long. 179.30 E.

Sunday October 12th 1845.

Comes in with a strong breeze from the westwards - course S East by East - middle and latter parts fresh breezes & squ-

Remarks onboard Sunday October 12th 1845.

carrying all pendent sail - sent up the main royal yard
Course E.S.East - Soends Latt 40.15 N. Long. 178.30 East.

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Monday October 13th 1845.

Commences with a fine N.W. wind course E.S.E. with
all sail set - middle part the wind shifted to the
S.W. heading from E to S.E. latter part much the same
crew employed in mending old sails - Latt 38.56 N
Long. 176.14 W.

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Tuesday October 14th 1845.

Commences with light airs from the South steering E.
by S. sent up the fore and mizen royal yards and
set the sails - middle and latter part stoney bree
zes from the E.S.E. took in sail and double reef'd -
Latt 38.45 N.... Long. 175.43 W.

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Wednesday October 15th 1845.

Comes in with strong breezes from S.S.E. steering N.N.E.
under double reef'd topsails - crew employed in repair=
ing fore and mizen topgallantsails - middle & latter
part some rain - unbent the spanker and repaired it
So ends this day - Latt 39.00 N. Long. 174.20 W.

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Thursday October 16th 1846.

Comes in with strong breezes from the S.East - steering
E.N.E. under small sail - at 4 P.M. the wind shif=
ted to the S.West - steering E by South. middle & latter
part strong breezes from N.W. to N.E. with some rain,
So ends this day - Latt 37.30 N. Long. 172.00 W.

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Friday October 17th 1845.

Comes in with strong breezes from the N.East heading
S.S.East with squalls of rain middle & latter part strong
winds steering S.S.E. so ends the day - Latt. 35.40 N
Long. 171.00 W.

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Saturday October 18th 1845.

Comes in with strong breezes from E.S.E. and squally cun=

Remarks onboard Saturday October 18th 1845.

ployed in mending the flying jib at 3 P.M. double reef'd the topsails - middle and latter parts strong breezes and heavy rains - so ends the day - Latt. by D.R. 35.00 North.

Sunday October 19th 1845.

Comes in with strong winds from the S East steering NE by East - under double reef'd topsails - middle & latter parts - strong breezes & heavy rain - at midnight took in the foresail and close reefed the main topsail - sent down the fore and mizen royal yards. Latt 35.31 N. Long. 169.31 W.

Monday October 20th 1845.

Comes in with a strong gale from the S.S.E. steering E N E - under close reef'd main topsail and spencers - middle and latter parts more moderate - made more sail on the Ship - so ends the day - Latt 35.44 N. Long. 169.00 West

Tuesday October 21st 1845.

Comes in calm with a heavy sea - at 4 P.M. bent the fore topsail - middle part - light breezes from the N E course S.E by E. with all sail set - latter part wind hauled to the Eastward heading S. to S.S.E. crew employed in mending sails so ends the day - Latt. 35.27 N. Long 167.40 W

Wednesday October 22nd 1845.

Comes in with light breezes from the East - steering S by E and S.S.E. repaired the main topsail at 4 P.M. bent it middle and latter part much the same - Latt 35.35 Long. 166.10

Thursday October 23rd 1845.

Comes in calm - crew employed at sundry jobs - middle and latter parts - light airs from all quarters - all sail set crew making spunyarn - Latt 34.40 N. Long. 166.02 W.

Friday October 24th 1845.

Comes in with light airs from all quarters and pleasant weather - course S.E by E. with all sail set - crew employ.

Remarks onboard Friday October 24th 1845.

in mending sails - middle and latter parts fine winds from the E by E. course S.E by E. with squalls of rain - so ends this day &s Latt. 33.11 North

Saturday October 25th 1845.

Comes in with a fine breeze from the N.N.E. course E.S. East one sail in sight - and at 4 PM. tacked and spoke her - the Columbia of New London with 2400 Bbls. middle & latter parts - wind more to the Eastward steering from S. to S.East - crew at ships duty. Latt 32.40 N. Long. 167.00 W.

Sunday October 26th 1845.

Comes in with fresh breezes from the Eastward - at 2 PM. tacked to the N.East - middle and latter parts winds variable from E. to S.E. at daylight sent up the fore and mizen Royal yards so ends this day. Latt 31.18 N. Long. 166.40 W.

Monday October 27th 1845.

Comes in with a light breeze from the S.S.E. heading E by S. with all sail set - middle and latter parts - crew employed in setting up rigging and sundry other jobs - so ends this day &s Latt 31.10 N. Long. 166.08 West

Tuesday October 28th 1845.

Comes in with light airs and calms - steering S.E. with all sail set - crew employed in rattling down the main rigging and bundling bone - middle and latter parts - much the same - so ends this day - Latt. 30.39 N Long 165.55.

Wednesday October 29th 1845.

Comes in with light breezes from the N.E. steering E.S.East with all sail set people employed in fitting the rigging and sundry other jobs - middle part - light airs - latter part - fine pleasant weather and moderate breezes - employed breaking out between decks & stowing it over afresh - so ends this day - &s Latt. 29.40 N Long. 165.13 W.

Remarks onboard Thursday October 30th 1845.

Commences with a fine breeze from the N East - steering S.S.E. & S East - with all sail set - finished stowing off between decks - middle part light airs and calms - latter part the same - Cooper employed in coopering over meat - at 6 P.M. wind from the E. tacked ship to the N. ——— No Observation

Friday October 31st 1845.

Commences with light airs from the Eastward - heading N. and at times N.N.E. middle part - fine weather - latter part - took a breeze from the N.N East and steered East by South - Crew employed in washing Ship so ends this day - Latt. 28.20 N. Long. 163.30 W.

Saturday November 1st 1845.

Commences with strong breezes from the N East heading E.S.E. at 4 P.M. took in top gallant sails - middle & latter part - strong breezes from the same quarter - employed in Rattling down the fore Rigging. Latt. 26.30 N. Long. 161.30 W.

Sunday November 2nd 1845.

Commences with strong breezes from the E.N.E. Ship heading from S.E. to E.S.East - Crew employed rattling down the fore Rigging - middle and latter parts moderate winds from the same quarter - so ends - Latt 25.11 N. Long. 160.27 W.

Monday November 3rd 1845.

Commences with light and variable winds - at noon tacked Ship to the Northward heading N by E. at 3 P.M. tacked again to the E.S.E. middle and latter parts - light airs and calms - Crew employed at Ships duty - so ends this day - Latt. 25.10 N. Long. 159.49 W.

Tuesday November 4th 1845.

Comes in with light airs from E.N.E to E.S.E. heading N. with all sail set - middle and latter parts - wind varying from E to S. heading all ways - some rain - Crew at Ships duty - so ends this day - Latt 54.28 N. Long. 158.22 W.

Remarks onboard Wednesday November 5th 1845.

Comes in with moderate breezes from S.E. to South at 6 PM set the Stun'sails and main royal - middle parts wind from North to South with fine pleasant weather - latter part - wind hauled to the N East - steering S.E. with all sail set - crew at ships duty. Latt 23.24. Long 157.20 W.

Thursday November 6th 1845.

Comes in with fine breezes from the N East - course S. East with all sail set - crew employed in repairing the Jib and other sails - middle and latter parts fine weather at 11 A M. saw the land bearing S.S.E. distant 40 miles - so ends the day heading S.E by East - Latt. 21.40 North.

Friday November 7th 1845.

Comes in with fine breezes from the N.E. steering along the land the S.E by East - middle and latter parts - the wind from E.E. sailing along the N.E. side of Maui - South Point bearing N.E. distant 20 miles - so ends this day &c.

Saturday November 8th 1845.

Comes in with strong breezes from the E.S.E. heading along the land - saw 1 Ship steering towards Maui - middle & latter parts - winds from the E.N.E. tacked Ship off shore - beating up towards Byron's Bay - Hawaii. Latt 20.50 N.

Sunday November 9th 1845.

Comes in with strong and variable winds from E.S.E to E by N. at 10 M. tacked Ship to the S.E. at sunset the high land of Maui bore South distant 35 miles - Ship heading S.E.

Monday November 10th 1845.

Comes in with a moderate wind from the East, beating up shore - at 6 P.M spoke the George of Fair Haven from Byrons Bay bound to Maui middle and latter parts much the same - still beating up towards the Bay and gaining only 10 miles per day - Land distant from 5 to 25 miles at times. So ends this day &c. ———

Remarks on board Tuesday November 11th 1845.

Comes in with moderate breezes from the E.S.E. with fine weather making slow progress to windward - latter part - Byrons Bay in sight distant about 18 miles

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Wednesday November 12th

Comes in with light airs and variable beating up the shore - middle and latter part much the same - all sail set beating up towards the Bay - at meridian came to anchor in Byron's Bay - Hawaii - in 4 fathoms water - so ends this day - at Anchor.

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Thursday November 13th 1845.

Commences with fine weather - employed in getting off water and scaling ships side - at 40 m. took off 80 Bbls water one watch on liberty - so ends the day at anchor.

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Friday November 14th 1845.

Fine weather - employed in painting ship - one watch on shore on liberty - so ends the day - at anchor -

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Saturday November 15th 1845.

Comes in with light airs with some rain - employed in stowing down water - one watch on shore on liberty - so ends the day. at anchor.

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Sunday November 16th 1845.

Comes in with fine weather - one watch on liberty the other on ships duty - so ends the day - at Anchor -

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Monday November 17th 1845.

Comes in with fine weather - one watch on liberty the other on ships duty - so ends the day - at anchor -

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Tuesday November 18th 1845.

Comes in with fine weather - one watch on liberty - the other on ships duty - painting about ship - so ends the day - at anchor -

Ship Midas at Anchor Byron's Bay Nov'r 19. 1845.

Fine pleasant weather - one watch on liberty - the other at Ship's duty - so ends - at Anchor -

Thursday November 20th 1845.

This day pleasant - one watch on liberty the other watch on Ships duty - so ends this day - at Anchor.

Friday November 21st 1845.

Comes in with squalls of wind and rain - one watch on shore on liberty - the rest employed in getting off potatoes - some part of Ships company attended a funeral from the Ship Mayflower - so ends - at Anchor -

Saturday - November 22nd - Comes in with thick rainy weather - one watch on liberty - the other watch getting ready for sea - so ends the day at Anchor.

Sunday - November 23rd - Comes in with light airs getting off Recruits - one watch on liberty - so ends at Anchor.

Monday - November 24th - Comes in calm - one watch at Ship's duty - the other on liberty - so ends - at Anchor.

Tuesday - November 25th - Comes in calm - all hands on board waiting for a breeze to go to sea - Jas. White deserted - so ends this day at anchor -

Wednesday. November 26th - Light airs and rainy - took our anchor and attempted to get to sea - but came to anchor again in the channel - so ends at Anchor.

Thursday - November 27th - Comes in with light airs and calms - all ready for sea waiting a wind at Anchor.

Friday - November 28th - Light airs from the N.E. took our anchor and went to sea - at dusk the harbour bore 12 miles distant - so ends the day at sea.

Remarks onboard Saturday November 29. 1845.

Comes in with strong breezes from the N.N.W. beating off shore - middle and latter parts - light airs and variable - whipped 2 natives belonging to the Ship for stealing goods from the Cabin - so ends - the Land in sight

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Sunday November 30th.

Comes in with light airs from the East - steering South. with all sail set - middle and latter parts - light airs - one sail in sight - so ends the day -

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Monday December 1st 1845.

Comes in with light winds - 2 Ships in sight - middle and latter parts - fresh breezes from the S.W. land in sight distant 6 miles - suppose it to be Maui but do not know for certainty it being thick — so ends the day.

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Tuesday December 2nd 1845.

Comes in thick and hazy at sunset took in sail and hoved off shore - middle part strong winds from the N.N.W. at daylight made all sail and steered along the land - latter part - picked up half a Whale Boat so ends the day - 2 sails in sight - land dist 10 miles

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Wednesday December 4th.

Comes in with light airs and calms - Land in sight distant 10 miles - at 5 P.M. spoke the Ship Bengal of New London latter part - fine weather - Ship about 14 miles from Realekekua Bay - so ends this day -

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December 5th 1845.

Come in with light airs from the N.E. - middle and latter parts - the same - Boat on shore at Realekekua at sunset the boat returned with the Captain, &c &c

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December 6th 1845.

Comes in with light breezes the Captain on shore at sunset came off - middle and latter part the same -

Remarks on board Saturday December 6. 1845.

at two PM. John England and Henry Kenny deserted
12 meridian the boat came off with pumpkins.

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Sunday December 7th

comes in with light airs and calms the boat on shore
at 2 P M. came off - middle and latter part the
same - Ship about 14 miles north of Keale kekua Bay.

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Monday December 8th.

Light airs and calms - the Captain on shore looking
for the deserters - middle & latter part the same -

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Tuesday December 9th.

Light airs and calms - at daylight the Boat came
off with the deserters latter part - the boat went on
shore to pay the natives for catching them - So ends -

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Wednesday December 10th.

Light airs and calms - at 4 P M the Captain came off
and steered to sea - middle and latter parts - light airs
from the South - Steering S W - mended the Bow Boat.

Latt 20.04 N.

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Thursday December 11th.

Strong winds from the N E. at 2 PM. close reefed the
topsails steering for Oahu - middle and latter parts -
strong breezes and rugged - at 9 AM the Captain
went on shore at Honolulu - Ship off and on - under
double reefed topsails - So ends this day -

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Friday December 12th 1845.

Strong breezes from the N E. Ship under double reefs -
Captain on shore - middle & latter parts - off & on.

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Saturday December 13th 1845.

Strong breezes from the N E. Ship under double reefs - the
Captain on shore - middle & latter parts off and on -
So ends the day -.

Off Honolulu Harbour - December 13th 1845.

Strong breezes - Ship under double reefed topsails - at 7 P.M. the boat came off with orders to anchor at 2 P.M. came to anchor outside the reef in 16 fath. latter part strong breezes off the land. So ends the day.

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Sunday December 14th. 1845. Comes in with strong breezes from the N.E. - middle & latter part more moderate - So ends this day - at anchor outside -

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Monday December 15th 1845. Comes in with strong winds from the N.E. middle and latter part more moderate sent 10.232 lbs Whalebone onshore to be shipped home So ends this day laying at an Anchor off Honolulu -

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Tuesday December 16th 1845. Comes in with moderate winds from the N East - the boat off and on - shipping and discharging - middle and latter parts - fine weather - discharged Mr Seavon 3rd mate - and the Cooper - also a foremast hand named George - Brinton Walter deserted from the ships - So ends this day - at anchor.

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Wednesday December 17th 1845. Light airs and calms boat off and on - at daylight took our anchor - and stood off and on - at 10 A.M. Mr. Seavon took his things onshore - shipped Mr Edward Neil as third Officer - and a man named Hackett as Cooper - So ends this day -

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Thursday December 18th 1845. Light airs and calms standing off and on shore - middle and latter parts the same - the Captain and boats crew on shore -

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Friday December 19th 1845. Commences with light airs from the S.E. standing off and on - the boat on shore at 7 P.M. the boat came onboard - made all sail and stood off the land - middle and latter parts - light airs and calms - did not find the deserter - Brinton Walter - So ends the day - once more at sea -

Remarks on board Saturday December 20 1845

Comes in calm - Moored the anchors - and commenced repairing the boats - middle and latter parts light airs and calms - Land in sight Latt 20.25.

Sunday December 21st 1845.

Light airs from the N.N.W. Steering N E for Hawaii bent another main topsail - middle & latter parts fine weather and light breezes saw the land at daylight supposed it to be Hawaii - Latt. 20.16 N.
Long. 155.00 W.

Monday December 22nd 1845.

Comes in with light airs from the West Steering S. and S W. with all sail set - middle and latter part Steering South along shore - employed in painting boats - & breaking out for wood - found none so concluded to stop and get some at the Island.

Tuesday December 23rd 1845.

Comes in with light airs from the South Steering along the West side of Hawaii for wood - at sunset the land was distant 6 miles - middle and latter part Calm repaired the starboard boat - Latt 19.53 N.

Wednesday December 24th 1845.

Comes in with light airs and calms - at noon Sent 2 boats on shore for wood but could not land - middle and latter part beating up shore - 9 sail in sight - distant about 20 miles from Kealakekua Bay - So ends the day.

Thursday December 25th 1845.

Comes in with strong breezes from the S East - middle & latter part - light airs and calms - at 7 P M the Capt. went on shore land distant about 20 miles distant - So ends this day.

Friday December 26th 1845.

Comes in with light airs from the West - at 6 P M. the point bore E distant 20 miles - middle part light breezes

Remarks on board Barkey December 26. 1845.

from the Westward - steering along shore - at daylight the Bay bore East distant 10 miles - the Capt. and boats crew on shore &c &c to ends this day &c.

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Saturday December 27th.

Comes in with light airs from the North - steering along shore within 5 miles looking for the Boat - middle and latter part calm - at daylight made all sail on the Ships being 20 miles South of Kealakekua Bay took a breeze from the South and steerd North &c &c to ends this day. &c &c

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Sunday December 28th 1845.

Comes in with calms - at 6 P.M. the boat came onboard middle and latter part light airs off the land. steering to the North - the land in sight distant 10 miles -

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Monday December 29th 1845.

Comes in with light airs and calms at 3 P.M. the Capt. went on shore and at 9 returned - latter part the Capt. went on shore with 2 boats for wood - at noon the boats came off with wood. So ends this day &c

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Tuesday December 30th 1845.

Comes in with light airs and calms - at 3 P.M. the Capt came off with wood and potatoes - middle part - kept the Ship off S.W. and S.East. latter part employed in repairing Bow Boat - took our departure from the Sandwich Islands - land distant 25 miles - Latt. 19.28 N.

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Wednesday December 31st 1845.

Commences with light winds and calms - saw nothing crew employed at Ships duty - middle & latter parts light airs and calms from all quarters - employed in painting the Starboard Boat - So ends this day - the land in sight dist. 35 miles. Latt. 19.02 N.

Long 156.19 W.

So ends the Year 1845.

Ship Midas towards the Marquesas Islands.

Thursday January 1st 1846.

Comes in with light airs and a heavy swell at 6 P.M. took a strong wind from the East - heading S.E. double reef'd the topsails - middle part the same latter part more moderate made all sail on the Ship repaired the main topsail so ends this days

Latt. 17.35 N.
Long. 155.40 W.

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Friday January 2nd 1845.

Comes in with strong trades heading S.S.E. at 6 P.M finished the main topsail - middle part double reefed the topsails - latter part more moderate unbent the fore-topsail and bent a main one in its place - repaired it so ends this day -

Latt. 15.40 N.
Long. 155.20 W.

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Saturday January 3rd 1846.

Comes in with fresh trades and clear weather - middle and latter parts - mending the fore topsail so ends

Latt. 14.42 N
Long. 155. West

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Sunday January 4th 1846.

Comes in with strong winds and fine weather - middle & latter parts strong breezes - double reef'd the topsail steering S.S East - ends. Latt 12.07 N. Long. 154.00 W

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Monday January 5th. 1846.

Comes in the same as usual - steering E.S.E. under single reef'd topsails employed repairing the miz. topsail so ends this days - Latt. 10.24 N. Long. 153. 13 -

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Tuesday January 6th 1846.

Strong trades and fine weather steering from E.S.E. to S.E. - mending the mizzen topsail - middle and latter parts - much the same - crew employed at different jobs about Ship - so ends this day

Latt. 8.40 N.

Ship Midas towards the Marquesas Islands.

Wednesday January 7. 1846

Comes in with strong winds and rugged - at 4 P. M. saw Sperm Whales - struck two - and loaved from one - saved the other - at 8 o'clock took him along side and double reef'd the topsails - middle part getting ready to cut in the Whale - latter part cut him in - so ends this days

Sperm Whale.

Latt 7.40 N.

Thursday January 8th 1845.

Commences with strong trades - heading E.S.E. - employed in clearing away the head - at 5 P.M. began to boil middle and latter parts - wind and weather much the same - so ends this day - Latt. 6.40 N

Friday January 9th 1846.

Comes in with strong trades ship under double reef'd topsails at 11 P.M. finished boiling - made about 33 Bbls - middle and latter parts - strong breezes ship under single reef'd topsails - so ends this day. Latt 6.26

Long. 148.40

Saturday January 10th 1846.

Comes in with strong trades - course E.S.E. carrying all prudent sail - middle and latter part more moderate - set all sail - crew at Ships duty. Latt 5.12 N

Long. 146.40

Sunday January 11th 1846.

Comes in with moderate trades and fine weather - course E.S.E carrying all prudent sail - middle and latter parts much the same - so ends this day. Latt 4.12 N

Long. 145.40

Monday January 12th 1846.

Comes in with light airs and fine weather heading E.S.E to S.East - middle & latter parts much the same.

Latt. 2.04 South - Long. 144.45 W.

Tuesday January 13th 1846.

Comes in with light airs and pleasant weather steering

Ship Midas towards the Marquesas Islands.

S.E & E.S.E. under all sail - Setting up the fore topmast back stays and the fore and aft stays - middle and latter parts much the same. So ends. Latt 30m N.
Long. 145.40.

Wednesday January 14th

Comes in with fine weather - at 4 P.M. sent down the fore and mizen royal yards and tacked Ship - heading N by E. middle and latter parts fresh breezes heading N E by N. So ends - Latt. 1.28 N. Long. 145.20 W.

Thursday January 15th 1846.

Comes in with strong breezes from E by S. heading N E. employed in breaking out for Bread - middle and latter parts - fresh breezes and fine weather - crew employed at Ships duty - Latt. 3.26 N. Long. 144.43.

Friday January 16th 1846

Comes in with fresh trades - steering N by E. at 6 took in fore & mizen topgallant sails - middle & latter parts - fresh breezes - Repaired the main top gallant sail So ends this day - Latt. 4.26 N. Long. 144.30 W.

Saturday January 17th 1846.

Comes in much the same - middle and latter parts strong breezes and heavy squalls - So ends. Latt 3.30 N

Sunday January 18. 1846.

Comes in with hard squalls and rainy - at 2 P.M took in the mainsail and close reef'd the topsails - parted the Jib halliards and split the Jib - middle and latter part broke out for a new Jib and for water - So ends.

Monday January 19th 1846.

Commences with squally weather and rainy - under double reefs wind from E to S.E. course E. by E. to N by East - middle and latter parts much the same So ends the day
Latt 4.16 N.

# Ship Midas towards Marqueras Islands.

## Tuesday January 20th 1846.

comes in with moderate winds from E to S with rain - carrying all sail - middle part - wind from the N N E. heading E and E S E. bent a new mainsail so ends this day. — Latt 4.13 North. Long. 144.18 W

## Wednesday January 21st 1846.

Comes in with moderate breezes from the N N E. heading E S E. with all sail set - employed in Coopering & stowing down the Sperm Oil - middle and latter parts - severe squalls and heavy rains - Latt. 4.00 N. Long. 143.42 W.

## Thursday January 22d 1846.

Commences with light winds and rainy weather - middle part much the same - Latter part breze increasing double reef'd the topsails. so ends the day — No Obs'v.

## Friday January 23rd 1846.

Comes in with rain and squalls of wind - heading from South to South East - middle part much the same — latter part - tacked to the N E and at 11 o'clock to the South and made all sail on the Ship - Crew employed in refitting the rigging - so ends the day — Latt. 3.16 N.

## Saturday January 24th 1846.

Comes in with fresh breezes from the N.E. steering S.E. with all sail set - middle and latter part fine weather - repaired the Jib — Latt. 1.30 N. Long. 143.36

## Sunday January 25th 1846.

Comes in with fresh breezes from the E N E. heading S E as with all sail set - repairing the old Jib - middle and latter part wind and weather much the same - saw finbacks & black fish - but did not lower for them - Crew employed at sundry jobs about the rigging - this day crossed the Equator - so ends. — Latt. 10 m. Long. 147.40 W

Ship Midas towards the Marquesas Islands

Monday January 26. 1846.

Comes in with strong breezes from E N E - steering S.E. with all sail set - middle and latter part - repairing the Jib - so ends the day - Latt. 2.15 S. Long. 142.17 W.

Tuesday January 27th 1846.

Comes in with strong breezes from E S.E. heading S E. with all sail set - middle and latter parts much the same - bent a new flying jib so ends. Latt 4.20 S. Long. 141. 16 W

Wednesday January 28th 1846.

Comes in with strong breezes from the N E. heading S E by E. under all sail - mended old flying jib - middle and latter parts - fine moderate weather - crew employed at Ship's duty - so ends. Latt. 6.07 S. Long. 139.41 W.

Thursday January 29th 1846.

Comes in with moderate breezes from the N E. steering S E with all sail set - middle and latter parts much same, Brown the boatsteerer came on duty this day having been sick about two months - so ends this day - Latt. 8.16 S. Long. 138.42 W.

Friday January 30th 1846.

Comes in with moderate breezes from the N E. steering South - middle and latter part - kept in off S.S.W. at 9 o'clock saw the land bearing S.S.W. distant 30 miles steering for the same - so ends this day - land 25 dist.

Saturday January 31st 1846.

Comes in with moderate breezes from the N E. steering S. S.W. for the land - at 6 P.M. took a canoe alongside with 2 natives and 2 foreigners - middle part off & on St. Dominica - latter part - sent 3 boats on shore for wood - took on board two boat-loads of wood and one of Potatoes - so ends this day - standing off and on the Island of Dominica - one of the Marquesas I.

# Ship Midas at the Marquesas Islands.

Comes in with fine weather - February 1st 1846. sent two boats on shore for wood and recruits - so ends the day.

February 2nd. Monday - Comes in with strong breezes and rugged so that we could not wood - the Capt and boats on shore trading - so ends the day - Ship off and on.

Tuesday February 3rd 1846. Comes in with moderate breezes from E & SE. Ship off and on - getting recruits &c &c &c

Wednesday February 4th 1846. Comes in with a fine Easterly breeze - Capt. on shore trading for Potatoes and other recruits - so ends this day - Ship standing off & on -.

Thursday February 5th 1846. Comes in with light airs & calms bent a new main top gallant sail - latter part boats on shore trading for wood &c. &c. &c. so ends the day -

Friday February 6th 1846. Comes in with light airs from the South - Ship standing off and on. middle and latter part much the same finished wooding - in all 20 B. loads spoke the Ships Young Eagle & Omega of Nantucket. So ends

Saturday February 7th 1846. Comes in with fine weather Ship off and on - the Capt. on shore at Dominica. bought one cask of Oil for an Axe and about 2000 lbs of Old Iron articles belonging to the late Ship Panama - wrecked here

Sunday February 8th 1846. Commences with rainy weather and squally - Capt on shore trading - brought off another cask of Oil and ~~about~~ a boat load of Cocoa nuts - Ship laying off and on the West Bay. - so ends this day -

Monday February 9th 1846. Commences with calms - Ship off and on - latter part - bent the Cables - and at 7 A.M. came to an anchor in a Bay of Dominica - the Ship Omega & Alfred Tyler also at anchor - so ends the day -

# Ship Midas at the Marquesas Islands

Tuesday February 10th 1846. Comes in with fine weather broke out the hold for water Casks - at 2 PM sent ashore a raft of 22 Casks and brought them off full and stowed them away - carried another raft onshore to fill - so ends.

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Wednesday February 11th 1846. Comes in with light airs from the N E. filled the water and took it onboard pm = 3 Casks of Bread from the Omega so ends - at Anchor.

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Thursday February 12th 1846. Comes in with light airs from the E. N. E. employed in clearing the decks for sea - two boats crews on shore - 2 Sandwich Islanders - named Jo. & John deserted this day so ends - at Anchor.

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Thursday February 13th 1846. Comes in with fine weather, at 1 P.M. 2 Boats crews went onshore and at sunset returned with the exception of four - viz - John England - William Marloly - Jack Oahu - and Harry Kenny - middle and latter parts - trying to catch the deserters but could not succeed - so ends this day at anchor.

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Friday February 14th 1846. Comes in with light airs & rainy at sunset the boat returned with several Hogs - middle and latter part fresh breezes - still at anchor in hopes to find the deserters - so ends this day.

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Saturday February 15th 1846. Comes in with fresh breezes from the N East and pleasant weather - 1 Boats crew onshore for Cocoa nuts - at 5 P.M. a native boy Sandwich Islander jumped overboard and swam on shore so ends this day at anchor. this day should be sunday

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Monday February 16th 1846. Comes in with strong breezes from the N East - and hard rains - still waiting to catch the deserters - but did not find them - at 4 PM took our anchor and went to sea - laying off and on. so ends this day - at sea.

# Ship Midas Off the Marquesas Islands.

Tuesday February 17th 1846. Comes in with a fine breeze from E by E. and pleasant weather - boat on shore - at 1 PM. boat came off - having apprehended two of the deserters - William Shatoby & John England - middle & latter part light breezes - the boat came off at sunset and at 8 P.M. went on shore again - So ends this day off and on -

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Wednesday February 18th 1846. Comes in with strong breezes from the S.East - boat off and on shore - So ends this day the Captain and boats crew on shore - Ship off and on -

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Thursday February 19th 1846. Comes in with fresh breezes from the E.NE. at 2 PM the boat came onboard could not catch the rest of the deserters - Steered for Nukahiva at 2 PM. saw the land - at 8 AM. the Capt. went on shore to land in the wrong Bay - So ends the day - boat returned -

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Friday February 20th 1846. Comes in with fine weather the Captain went on shore and sent off a Pilot who took us in to anchor in 10 fathoms water - took onboard 5 Bbls Sand and sold two Hogs. to the Frenchmen -

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Saturday February 21st 1846. Comes in fine weather, on watch on liberty - latter part - the Ship Pacific came in and anchored - So ends this day - lying at Anchor.

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Sunday February 22nd 1846. Comes in with fine weather got off 3 casks of water - at 7 AM. got under weigh and went to sea - came near getting on shore - could not work the yards on account of the light winds - So ends this day in company with the Alfred Tyler -

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Monday - February 23rd 1846. Comes in with fine breezes from the S.E. the Captain on shore at 4 PM. the boat came off and stood over to another Bay or Eather Island to trade for Hogs - at 7 AM. the Capt went on shore - So ends this day

# Ship Midas Off the Marquesas Islands.

Tuesday February 24th 1846. Comes in with fine breezes from the NE. Ship off and on - at sunset the boat came off - at 7 am. went on shore again and at noon returned with 4 Pigs - some bread-fruit & cocoanuts -

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Wednesday February 25th 1846. Comes in with light airs - Capt went on shore - middle part - came off - and steered N by West - latter part - fine breezes from the N East - Island of Nukuhiva in sight bearing N. East distant 20 miles - so ends - in company with the Ship Alfred Tyler -

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Thursday, February 26th 1846. Comes in with light airs from all parts of the compass - employed in stowing Anchors at 2 PM. took a breeze from the NE. steering N by W. with all sail set - in company with the Alfred Tyler - middle and latter parts calm - repaired the Starboard Boat - so ends.

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Friday February 27th 1846. Comes in with light breezes from the N E. heading N by W. middle and latter part much the same - got up the Forge - so Ends - the A. D. in Co.
Latt. 7. 34 S.

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Saturday February 28th 1846. "Steward off duty sick" - Comes in with light winds and pleasant weather - heading from N. to NW. crew employed at Ships duty. so ends this day - in company with the Tyler. Latt 5. 52 S.

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Sunday March 1st 1846. Light airs from the N East steering from N to N West - sent up the fore & mizen royal yards latter part - light airs and calms. So ends.

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Monday March 2nd 1846. Light airs from the N. East. heading W W & N N W. - sent down the foresail and repaired it - so ends this day. Latt. 4.42 S. Long 144.31.

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Tuesday March 3rd 1846. Light airs from the E. heading N E. with all sail set - fitted the mizen topmast stay - the Alfred Tyler in sight - so ends. Latt. 3.57 S.

# Ship Midas towards the Sand'h Islands.

Wednesday March 4th 1846. Comes in fine & pleasant crew employed in making Spunyarn - middle & latter parts - winds from the East heading N.N.East - so ends this day. - Latt 2.20 South. Long. 144.30 West

Thursday March 5th. 1846. Comes in with light wind from the East - heading N.N.E. with all sail set - middle and latter parts much the same - crew employed in ships duty - so ends this day &c. Latt 1.04 S.

Friday March 6th 1846. - Comes in with light breezes from the East - steering N.N East - all sail set - Expanded the Old main-topsail so ends this day - No Obs'v.

Saturday March 7th 1846. Comes in with light breezes from the E.N.E. heading N. and N by West - middle & latter parts much the same - at 9 A.M. bent the Old main topsail so ends the day - Latt. 1.10 North - Long. 145.10 W

Sunday March 8th 1846. Commences with light airs and calms - middle and latter part much the same so ends this day &c Latt. 2.47 North. Long. 145.30

Monday March 9th 1846. Comes in with light airs and calms - heading from N. to S.S.West. middle and latter parts light airs from the South - crew employed in mending the main topsail - so ends this day - Latt. 4.06 N

Tuesday March 10th 1846. Comes in with moderate breezes from the South course N.N.West - middle and latter parts - crew employed in mending the main-topsail - so ends this day - Latt. 6.01 North Long. 146.20

Wednesday March 11th 1846. Commences with moderate breezes from the N.E. middle and latter parts - strong winds & squally with rain - wind E.N.E. Latt. 7.50 N

Ship Midas towards the Sandwich Islands.

Thursday March 12th 1846. Commences with squalls of wind and rain from the E.N.E. latter part. Strong breezes double reef'd the Topsails so ends. Latt 9.35 N.
Long. 148.07 W.

Friday March 13th 1846. Commences with strong breezes and cloudy weather. latter part more moderate let the reefs out of the topsails. employed in mending the old mainsail Latt. 11.33 N. Long. 149.09.

Saturday March 14th 1846. Commences with fresh trades. Steering N.N.West. ever employed in mending the old mainsail. so ends this day. Latt. 13.30 N.

Sunday March 15th 1846. Comes in with fine breezes and moderate weather. Steering N.West & ends
Latt. 15.45 N.

Monday March 16th 1846. Comes in Long. 150.54
with fine pleasant weather. Steering N.W.West with all sail set. middle & latter part the same. so ends.
Latt. 17.59 N. Long. 152.17 W.

Tuesday March 17th 1846.
Comes in with fine pleasant weather. wind from the E.S.E. course N.N.West, all sail set. middle & latter parts broke out to stow down about 30 lbs of Spurm Oil & ends. Latt. 18.59 N.
Long. 153.00

Wednesday March 18th.
Comes in with light airs and calms at 4 P.M. Spoke the Ship Clematus of N. London 9 mos. out with 300 Bbls. latter part. fine breezes from the N.East. Course N.N.West. Latt. 19.39 N. Long 154.04

Thursday March 19th 1846. Comes in with a fine breeze from the N.East. Steering N.W. by N. latter part saw the Land. Island of Hawaii. distant 45 miles so ends these twenty four hours Latt. 20.39 N.

## Ship Midas towards the Sandwich Islands

Friday March 20th — comes in with moderate trades and fine weather — four Ships in sight at 4 P.M. — spoke the Ship Enterprise of New Bedford — middle part — light breezes — running along the land — latter part came to an anchor at Lahaina Maui — in 15 fathoms water unbent the main topsail and bent a new one — So ends this day — at anchor —.

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## Ship Midas at Lahaina Maui.

Saturday March 21st 1846. Comes in with strong breezes from off the land — at 2 P.M. dragged our anchors with 50 fath. chain out — gave her 40 fath. more latter part more moderate — So ends this day at anchor.

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Sunday March 22nd 1846. Fine pleasant weather — 1 watch on liberty — William Marloyley deserted — so ends

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Monday March 23d 1846. Comes in with strong breezes off the land — at 10 AM. commenced dragging our anchor — let go the larboard anchor with 65 fathoms chain — at 2 P.M. parted the larboard chain and lost the Anchor — it blowing very strong — I have been very ill for four months and this day went ashore to see the Doctor who tells me that I am too ill to perform the remainder of the voyage — so I shall get my discharge — So ends my cruise in the Ship Midas

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Tuesday March 24th 1846. Commences with strong winds from the NE. dragged our anchor off soundings — hove it up and at 10 AM came too in 15 fathoms — the Larboard Anchor lost in 25 fathoms of water — took on board 15 Bbls Meat and 30 Bbls Potatoes — one man deserted — So ends this day — at Anchor —.

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Wednesday March 25th 1845. Strong winds from the N.E. paid out 30 fathoms more of Chain — Middle a—

## Ship Midas at Anchor at Lahaina Maui.

latter part - more moderate - took onboard 9 Bbls Meat 2 Casks of Bread and 5 Cans - so ends - lying at Anchor.

Thursday March 26th 1846. Commences with fine weather - took Cushman out of the Fort - latter part calm - all ready for Sea - so ends this day at Anchor -

Friday March 27th 1846. Commences calm - middle and latter parts - light airs - at 7 AM. got under weigh and went to Sea - so ends this day -.

## Ship Midas from Maui to Oahu.

Saturday March 28th 1846. Commences with light airs and calms - bound to Honolulu for to get an Anchor and more men - neither of which could be had at H.

Sunday March 29th 1846. Commences with strong gales from W.S.W. at 4 P.M. double reef'd the Topsails middle and latter parts - strong winds from westward.

Monday March 30th 1846. Commences with strong winds from the S.W. - middle and latter part strong gales from the westward. double reef'd Topsails standing off and on - so ends this day -.

Tuesday March 31st 1846. Commences with a strong breeze from the S.W. at 9 AM. the Pilot came off and said it was not safe to Anchor outside - so took her inside the harbour - Capt on shore for an Anchor -

Wednesday April 1st 1846. Commences with fine weather - one watch on shore on liberty - the other watch getting off an Anchor - so ends the day at Anchor -

Thursday April 2nd 1846. Strong winds from the W. one watch on shore on liberty - so ends this day -

# Ship Midas at Anchor at Honolulu.

Friday April 3rd 1846. Commences with fine weather - employed in painting & blacking the Bends

Saturday April 4th 1846. Commences with strong trades - took the Cooper out of the Fort and sent him onboard middle & latter parts - much the same -

Sunday April 5th 1846. Comes in with strong trades middle and latter parts the same. so ends at Anchor

Monday April 6th 1846. Comes in with strong trades all hands onboard employed in ships duty - so ends -

Tuesday April 7th 1846. Comes in with fine weather three men in the Fort for deserting from the Ship viz Francis Miller - John England and Samuel Wells - so ends this day - still at Anchor.

Wednesday April 8th 1846. Comes in with fine weather middle and latter parts the same - took onboard 8 Bbls of Potatoes and other Recruits - so ends this day

Thursday April 9th 1846. Comes in with fine weather all hands onboard - took the 3 men out of the Fort - so ends this day at anchor -.

Friday April 10th 1846. Comes in with fresh trades all hands onboard but refused to take the anchor on account of not having the full complement of men the Capt. went on shore and shipped two more - so ends this day at Anchor.

Saturday April 11th 1846. Commences with fine weather all ready for sea - Pilot came onboard and got the Ship under weigh - one man named Valentine Bixby cut his throat with a Razor - sent on shore for a Doctor who came onboard and sewed up the wound - [illegible]

him on shore by the Doctors advice as he was not fit to go to sea - the Boat returned - and then kept the Ship off W.N.West - all sail set - bound for the N.W. Coast - 29 men on board all told - So ends this day -

Sunday April 12th 1846.

Commences with a fresh wind from E.N.E. steering W. for the land middle part strong winds - double reef'd the topsails - standing off and on at Waimea Bay of Kauai. So ends this day with fresh breezes -.

Monday April 13th 1846.

Commences with strong trades - still off and on the land - middle and latter parts - strong winds - So ends.

Tuesday April 14th 1846.

Comes in with strong breezes from the N.E. - at 7 AM. the Captain landed in his boat - traded for Yams and potatoes - ship off and on - So ends this day -

Wednesday April 15th 1846.

Commences with strong breeze off the land - carried away the fore yard in the slings - one Boat on shore trading - employed in fitting a new fore yard - So ends.

Thursday April 16th 1846.

Commences calm - middle and latter part - fine weather - sent up the fore yard and made all sail, steering N.N.West - So ends this day -.

Friday April 17th 1846.

Comes in with strong winds from the N.East steering N.N.W. - at 6 PM. double reef'd the topsails middle and latter part the same - So ends -

Latt. 23. 16 N.

Saturday April 18th 1846.

Commences with strong trade winds - steering N.N.W.

Ship Midas from Oahu - Towards the N W. Coast.

double reef'd the topsails and set the courses - middle and latter part - Strong winds - at 6 AM kept off - N N West under double reef'd topsails so ends -

Latt 25.31 N.

Sunday April 19th 1846.

Commences with strong winds from the N E. steering N West - middle part strong winds at 7 AM made all sail - latter part fine breezes from the N. East steering N. West So ends this day -.

Monday April 20th 1846.

Commences with fine winds from the N East - course N. West with all sail set - middle and latter part fresh breezes from the N East and pleasant - so ends this day -

Latt. 29.24 N.
Long. 67.30 W.

Tuesday April 21st 1846.

Commences with strong winds from the N E. steering N. West - middle and latter part - strong breezes - steering N W. employed in Ships duty - Latt 31.36 N.

Wednesday April 22nd 1846.

Strong winds from the N E. steering N W. middle and latter parts. light winds from the South steering South - crew mending sails -.

Latt. 33.02 N
Long. 170.10 W.

Thursday April 23rd 1846.

Commences with light winds from the westward - steering North - middle and latter parts. light winds from the N E. to N. with thick and rainy weather - heading from W N W. to N West - So ends the day

34.12

Firday April 24th 1846.

Commences with light winds from the N E. heading N W with all sail set - middle and latter part. light winds from the East. steering to the South. Latt 35.05

Long. 170.27

Ship Midas from Oahu - towards the N W. Coast.

Saturday April 25th 1846.

Comes in with light winds from the west - heading N by W. weather thick - middle and latter parts - light winds from S W. to west - and rainy - steering N by W. with all sail set so ends this day - four men off duty sick - Latt. & Long. no observations

Sunday April 26th 1846.

Comes in with strong winds from the South at 1 P.M. double reef'd the topsails steering W N W: middle & latter parts light winds and clear weather - so ends.
Latt. 36.50 N.
Long. 171.45 W

Monday April 27th 1846.

Commences with light winds from W by N. heading to the South - middle and latter parts - winds light five men off duty sick - so ends - Latt. 37.48 N.

Tuesday April 28th 1846.

Commences calm - employed in mending old sails middle part - light winds - latter part - strong winds from the South with thick & rainy weather steering North west - so ends this day - No Observations

Wednesday April 29th 1846.

Commences with strong winds from the West and rainy - at 2 P.M. took in the fore and mizen topsails middle and latter parts strong winds and thick rainy weather steering N West - so ends. Latt. 41.30.

Thursday April 30th 1846.

These twenty four hours comes in with strong gales from the South West - heading N West under double reef'd topsails - middle and latter parts - strong gales from the N. West at 3 P.M. took in fore and mizen top-sails and close reef'd the main - so ends - Latt. 43.01 N.
Long. 172.37 W.

Ship Brides from Cuba towards the N.W. Coast

Commences with strong gales from the S.W. heading N.N.E. at 2 PM made sail and double reef'd the topsails and courses. middle and latter parts fresh breezes from the S.West - at 6 AM. made all sail steering N.W. 8 ends - 5 men off duty - Latt 44.10 N

Long. 173.50 E

Saturday May 2nd 1846.

Comes in with strong winds from the S.W. heading N.W. at 5 PM. double reef'd the topsails - at 8 PM set fore and mizen topsails - middle part - strong gales from S.W. at 6 AM. set double reef'd topsails heading N.N.W. at 10 strong gales from W.S.W. took in all sail but close reef'd main topsail and spencer - 8 ends.

Latt 46.22 N.

Sunday May 3rd 1846.

Comes in with heavy gales from W.S.W. and frequently lying too heading N.West - Middle and latter parts strong gales from W.S.West still lying too - 8 ends this day - 5 men off duty sick -

Latt. 46.53 N

Long. 172.00 E.

Monday May 4th 1846.

Commences with strong gales from W.S.W. Spoke the Ship Columbia of Mystic 18 mos out with 600 Bbls - at 7 set close reef'd topsails - middle and latter parts - strong gales from W.S.W. with thick and rainy weather - steering N.W. under close reef'd topsails - 8 ends this day - No Observation

Tuesday May 5th 1846.

Commences with strong gales from the S.W. steering N.N.W at 4 PM. took in fore and mizen topsails and luffed too heading to N.W. middle and latter parts - strong gales from the S.West - with heavy squalls of Snow and hail - at 10 AM. carried away all three topmasts - two masts and topgallant sails blew all to pieces - lost three of them - split the Jib and flying jib and tore the other sails bad - 8 ends this day - Latt. by Obs'n 49.35 N

Long. by Account. 173.00 E

Ship Midas from the N.W. coast towards Oahu.

Wednesday May 6th 1846.

Commences with strong gales from the West South West heading N.W. and N.N.W. Could only set the main Spanker all hands employed in clearing away the broken Spars & Rigging which was very heavy work on account of the cold and sogged weather - had heavy squalls of snow & hail - most of the running Rigging parted and gone as well as most of the topmast & topgallant rigging - so ends this day with heavy gales —. Latt. 49.50 N.

Thursday May 7th 1846.

Commences with strong gales from the West - all hands engaged in clearing away the wreck the weather so rough that it is impossible to accomplish much work - middle part - Strong gales from the West West - heading to the ~~South~~ South. Latter part more moderate with a thick snow storm at 6 AM. Set the foresail and one Reef to the South East - wind from the West - at 11 AM got so that we could set the mainsail and Spanker - got all the Spars & Rigging clear. So ends this day - five men off duty sick —.

Friday May 8th 1846.

Comes in with a thick snow storm with a light wind from the South - heading E.S.East - middle and latter parts light winds from W.S.W. heading S.S.East - foresail, mainsail and Spencer set employed in fitting the main Royal mast to send up for a mizen topmast - So ends with cold and rainy weather - 5 men off duty sick —. Latt. 49.00 N.

Saturday May 9th 1846.

Comes in with fresh breezes from the W.S.W. steering S.S.E. at 5 P.M. sat the main topgallant sail for a mizen topsail - middle and latter parts - fine breezes from W. steering S.S.E. Crew employed in fitting a fore topmast &c and sundry other jobs about the Rigging So ends this day —.

Latt. 48. North

Long. 171.10 West

Ship Midas from the N.W. Coast - towards Oahu &c.

Sunday May 10th 1846.

Commences with light winds from the West steering E.S.E. fore sail - main sail and topgallant sail set for a mizen topsail - middle and latter part - fresh winds from W.N.W. steering E.S.E. and squally. sent up the fore topmast - 5 men off duty sick - so ends this day &c.

Monday May 11th 1846.

Commences with strong winds from the N.W. steering E.S.E. middle & latter parts fresh breezes from the W.N.West - sent up the fore topsail yard and bent the sail and set it - also bent the Jib - so ends this day - 5 men sick - Latt 45.45 N
Long. 176.20 W.

Tuesday May 12th 1846.

Commences with light winds from the West - steering S.E. by S. with all the sail that we could set - middle part light light winds from the South heading from S.East to East latter part - strong winds from N.W. steering S.E. so ends.

Wednesday May 13th 1846.

Commences with strong winds from the N.W. steering S.S.E. middle and latter parts moderate breezes from the West steering S.S.E. sent up the fore royal mast - Carpenter employed in making ~~up~~ a mizen topmast. Latt 42.27 N
Long 163.47 W.

Thursday May 14th 1846.

Comes in with light winds from the South all sail set heading E.S.E. middle and latter parts - light winds from the South heading E by S. sent up the fore topgallant sail - 5 men off duty sick - the rest repairing sail
Latt 41.52 N

Friday May 15th 1846.

Comes in with light winds from the South and thick weather heading E by S. middle and latter parts strong winds from the same quater heading E.S.E.
Latt. 40.45 N.
Long. 160.24 W.

Ship Midas from the N.W. Coast - towards Oahu.

Saturday May 16th 1846.

Commences with strong winds from the South - Repairing sails - Middle and latter parts - winds from the N.W. steering S.S.E. employed in fitting a mizzen topmast and mending sails - 5 men sick Latt. 39.05 N.
Long. 159.26 W.

Sunday May 17th 1846.

Commences with fresh breezes from N.N.W. steering S.S.E. Middle part light winds from the North steering S.S.E. latter part - light winds from the East. so ends -
Latt. 37.38 N. Long. 158.57 W.

Monday May 18th 1846.

Commences with light winds from the S.East heading S.S.West - middle and latter parts - light winds from S.E to South - sent up the mizzen topmast and rant out the flying jib boom - 2 men off duty sick Latt 37.11 N

Tuesday May 19th 1846.

Commences with light winds from the S.E by S. heading S. by W. middle and latter part light winds from the S.E. heading S.S.W. so ends -
Latt 36.58 N.
Long. 159.27 W.

Wednesday May 20th 1846.

Commences with light winds from S.East heading S.S.West thick and foggy middle and latter part calm with a thick fog - so ends this day - no observation.

Thursday May 21st 1846.

Comes in calm and foggy - Middle and latter parts light airs from S.West - heading S.E by S. and foggy - at 11. clears up.
Latt. 35.53 N. Long. 159.40 W.

Friday May 22nd 1846.

Comes in with a light wind from the S.W. heading S. by E. Middle and latter parts light winds from the S.W. heading S.E. Repairing old sails - so ends - Latt. 35.00 N.

Ship Midas from the NW Coast towards Oahu.

Saturday May 23rd 1846.

Comes in with light winds from the West - heading S.E. middle and latter parts - light winds from SSW. heading S.S.E. crew employed in Ships duty so ends this day - Latt. 34.03 north Long. 156.20 W

Sunday May 24th 1846.

Commences with light winds from the S.W. heading SE by S. middle and latter parts light winds from SSW. heading from S.E to S.S.E at 8 AM. a boat from the Ship Meteor of Mystic - Capt Lester - came on board and reported that the crew had taken charge of the Ship and had fastened the Captain and officers below Capt. Davis went onboard with them and succeeded in obtaining their release - on condition that he would take Capt. Lester and his second officer onboard his Ship and allow the Chief Officer to carry the Ship into port which arrangment was agreed too by all parties Capt Lester & second officer were then taken into our boat from the Cabin windows of the Meteor and came onboard - so ends this day - Latt 33.09 N

Monday May 25th 1846.

Commences with light winds from the South - heading E.S.E. in company with the Ship Meteor of Mystic - middle and latter parts - much the same so ends - Latt. 32.40 Long. 153.5

Tuesday May 26th 1846.

Comes in with light winds from the South heading S.S.E. middle and latter parts - light winds from S by E steering E by S. crew employed at Ships duty. Latt. 32.06

Wednesday May 27th. 1846.

Commences with light winds from S by E. heading E by S middle and latter parts light winds from S.E. to South at 2 AM. Tacked Ship heading SW. & SW by W. the Meteor not in sight - so ends this day. Latt. 32.04 North

Ship Midas from the N W Coast towards Oahu.

Thursday May 28th 1846.

Comes in with light winds from S E by S. heading from SW by W to SW by S. middle and latter parts - winds from S. E. to S S. E. heading from SW. to S S W. so ends -

Latt. 31.03 N

Long. 154.20

Friday May 29th 1846.

Comes in with light winds from the S. S E. middle and latter parts light winds and calms heading SW. with squalls of rain sent up the fore & mizen Royal mast and yards so ends this day - No Observation.

Saturday May 30th 1846.

Comes in with light airs and calms middle and latter parts calm - employed in repairing sails so ends

Latt. 30.02

Long. 155.11

Sunday May 31st 1846.

Commences calm - middle and latter parts light winds from the East heading S by E. so ends Latt 29.53.

Monday June 1st 1846.

Commences with light winds from E N E. steering S by E. middle and latter parts winds from E. N E. so ends.

Latt. 28 53 N. Long. 155.28

Tuesday June 2nd 1846.

Commences with light winds from the N. N E. steering S by E. middle and latter parts light winds from the N E. steering S. with all sail set - crew employed at ships duty.

Latt 27.14 N

Long 155.42

Wednesday June 3rd 1846.

Commences with fine breezes from the N E. with squalls of rain steering to the south - so ends this day -

Latt. 25.25 N.

Ships Nicolas from the N W Coast towards Cahui

Thursday June 4th 1846.

Commences with fine breezes from the N East steering South - middle and latter parts much the same so ends this day &c. Latt 23.09 N

Friday June 5th 1846.

Commences with fine breezes from the N E. steering Sby middle and latter parts fine breezes from the N. East steering S.S.West - at 7 AM. kept her Off shore at 10 AM. saw the Island of Mani - so ends - steering for Honolulu

Saturday June 6th 1846.

Comes in with fine winds from the N E. steering Wby S at 4 P.M. bent the chains - middle and latter parts fine winds from N E. at 10 AM. took a Pilot at 12 M came to an anchor in Honolulu harbour for to make repairs - the Meteor arrived this day - also the Albion of Fair Haven leaking badly - so ends this day —

Sunday June 7th 1846.

Commences with fine weather and ends the same

Monday June 8th 1846. Comes in fine weather crew employed in ships duty - so ends - at anchor

Tuesday June 9th 1846. Fine weather - took out the main mast and carried it on shore - employed in fitting the rigging so ends this day at anchor —

Wednesday June 10th 1846. Fine weather sent down the fore top gallant mast and yard - also the fore topsail yard for repairs - so ends the day at anchor &c.

Thursday June 11th 1846. Fine weather - employed in fitting the rigging and other jobs about the ship so ends this day with pleasant weather at anchor

# Ship Midas at the Port of Honolulu.

Friday June 12th 1846. Fine weather took on board a new main mast and stepped it and got the rigging over the mast head - So ends this day.

Saturday June 13th 1846. Fine weather - crew employed in ship's duty. So ends at Anchor

Sunday June 14th 1846. Commences & ends fine.

Monday June 15th 1846. Commences fine weather employed in stowing down oil and other jobs — So ends this day at Anchor —.

Tuesday June 16th 1846. Fine weather - sent down the fore topmast and fitted the cap and other jobs —

Wednesday June 17th 1846. Fine weather - employed in fitting the rigging and sending up the mast — So ends this day at anchor.

Thursday June 18th 1846. Fine weather - this day crossed the topsail yards — So ends at Anchor.

Friday June 19th 1846. Fine weather - sending up masts and yards — So ends at Anchor

Saturday June 20th 1846. Commences fine - middle and latter part squally with rain - So ends the day crew employed in fitting rigging &c.

Sunday June 21st 1846. Fine weather - all hands on shore So ends at Anchor —.

Monday June 22nd 1846. Fine weather - crew employed in ships duty - Stephen Hart - took deserted this day — So ends at Anchor —.

Ship Midas at the Port of Honolulu.

Tuesday June 23rd. Fine weather - Painting Ship blacking bends &c. took on shore the broken Spars —

Wednesday June 24th. Fine weather - employed in getting off water - bending Sails &c. &c. at anchor

Thursday June 25th. Fine weather - employed in getting off 60 Bbls water got off a new jib boom & rigged it out - so ends the day at anchor. —

Friday June 26th. 1846. Fine weather - sent up the royal yards - and painted the Starboard side of the Ship — so ends the day at anchor —

Saturday June 27th 1846. Fine weather - one watch on liberty the rest employed in getting ready for sea

Sunday June 28th 1846. Fine weather - one watch on shore on liberty so ends this day - at anchor

Monday June 29th 1846. Fine weather - employed in stowing down water - on watch on liberty —

Tuesday June 30th 1846. Fine - took onboard 129 lbs of Bread - one watch on liberty so ends this day

Wednesday July 1st 1846. Fine weather - one watch on shore. so ends - getting ready for sea —.

Thursday July 2nd 1846. Fine weather work all day

Friday July 3rd 1846. Fine weather - took onboard 10 Bbls Irish Potatoes and 8 Bbls of Sweet & 6 Casks of water - so ends this day at anchor —.

Saturday July 4th 1846. Fine weather - all ready for sea - so ends this day - at anchor. —

Ship Midas at the Port of Honolulu, Oahu

Sunday July 5th 1846. Comes in with rain — ship all ready for sea so ends this day —.

Monday July 6th 1846. Commences rainy and ends the same - discharged one man by name of John Wilson. So ends this day at anchor —

Tuesday July 7th 1846. Commences fine weather discharged the Portugee Steward - shipped two men and another Steward - six men off duty sick. so ends this day at anchor —

Wednesday July 8th 1846. Fine weather - shipped 4 men - attempted to get under weigh but could not get the anchor - so ends this day - at anchor -

Thursday July 9th 1846. Commences calm - middle and latter part fine weathe - at 9 AM. the Pilot came onboard took our anchor and out of the harbour - at 11 o'clock the Pilot left - so ends this day - ship off and on the harbour of Honolulu -

Friday July 10th 1846. Comes in fine sent the boat onshore for the Captain at 4 PM. he came onboard with all the boats crew and stood to sea. middle and latter parts - light airs and calms - crew employed at ship's duty — so ends this day.

## Ship Midas at Sea.

Saturday July 11th 1846. Commences with light winds from the N.E. steering by the wind with all sail set middle and latter parts - light winds from E to South, heading all round the compass - so ends this day —

Sunday July 12th 1846. Commences with a calm - and

Ship Midas from Oahu towards the Navigator Isl

occasional squalls of wind & rain heading South by Ea
middle part strong winds from Et S. at 1 AM. double
reefed the topsails. latter part calm - heading East -
so ends this day -

Latt. 19.14 Nor
Long. 157.49 Wes

Monday July 13th 1846.

Comes in calm - at 4 P.M. strong winds from the East -
at 6 P.M. double reef'd the topsails heading S.E. middle
and latter parts - strong gales from E.N.E. sent down the
royal yards so ends the day -

Latt 17.36 North

Tuesday July 14th 1846.

Comes in with strong winds from E.N.E. heading S.E. and
double reef'd topsails - middle and latter parts - strong w
inds from the same quarter steering S.E. and SE by South

Latt. 15.51 North

Wednesday July 15th 1846.

Strong breezes from E.N.E. heading S.E. middle & latter
parts - fresh breezes from E.N.E. heading S.E. at 8 AM. se
t whole topsails and maintopgallant sail.

Latt. 14.46 N
Long. 156.51 W

Thursday July 16th 1846.

Comes in with fresh breezes from the E.N.E - heading S.E
middle and latter parts - the same - so ends this day

Latt. 13.08 N

Friday July 17th 1846.

Fresh breezes from E.N.E. heading S.E. at 4 P.M. took in
topgallant sails at 6 double reef'd the topsails - middle
and latter part much the same - heading from S.S.E. t
S.E. at 7 AM. one reef out of the topsails so ends this da

Latt. 11.36 Nor
Long. 155.41 W

Saturday July 18th 1846.

Strong winds from E.N.E. heading S.E. middle & latte
parts strong breezes from the same quarter with squa
of wind and rain - so ends this day - 6 men off
sick -

Ship Midas from Oahu towards the Navigator Islands.

Sunday July 19th 1846.

Strong winds from E by E. steering by the wind - single reef'd the fore and mizen topsails middle & latter parts much the same steering S.E. at 6 am. set whole topsails so ends this day - Latt. 8.53 north

Monday July 20th 1846.

strong winds from E to E. steering by the wind and squally weather middle & latter parts light winds from S. to SE. heading E to E by E. & rainy - so ends.

Tuesday July 21st 1846.

comes in with light winds from S.E. by S. heading E by E. with all sail set - middle and latter parts - calm - 6 men off duty sick so ends this day - Latt. 8.49 North
Long. 153.47. West

Wednesday July 22nd 1846.

comes in calm - middle & latter parts the same - heading SE. so ends this day - Latt. 8.25 North
Long. 153.20 West

Thursday July 23rd 1846.

Light winds from the East heading SE. middle & latter parts light airs and calms so ends Lat 8.20 N.

Friday July 24th 1846.

Calms from the SE. heading from ENE. to N.East middle & latter part calm with some rain so ends.

Saturday July 25th 1846

Commences calm - heading SE. and ESE. middle & latter parts light airs from SE heading ENE so ends.
Latt. 8.32 N.
Long. 152.28

Sunday July 26th 1846.

Comes in first & middle parts calm - at 9 am. took breeze from SE. heading ENE. so ends. Latt. 8.89 N
Long. 152.24 W.

Ship Midas from Oahu towards the Navigator I.

Monday July 27th 1846.

Comes in with light winds from SE. heading E N East middle & latter parts fine breezes from SE by E. at 11 P.M. tacked to the SW. so ends this day No Observations

Tuesday July 28th 1846.

Fresh breezes from SE by E. heading S by W. all sail set middle & latter parts much the same - heading S by W Latt. 7.01 N.

Wednesday July 29th 1846. Long. 154.50 W

Fresh breezes from E.S.E. heading S by W. all sail set middle and latter parts - fresh winds from the East heading S by E. so ends this days Latt. 5.35 N

Long. 152.37 W

Thursday July 30th 1846.

Fresh breezes from E by S. heading S by E. middle and latter parts light winds from E & E. heading South. so ends - five men off duty - sick Latt. 4.14 N.

Long. 153.57 W

Friday July 31st 1846.

Light winds from E & E. heading S by E. all sail set. middle and latter parts light winds from E & East at 8 A.M. tacked ship heading N East. Latt 5.35 N

Long. 153.48

Saturday August 1st 1846.

Commences with light winds from E & E. heading N E. all sail set - middle part - light winds at 3 A.M. tacked ship heading South four men off duty sick sick —

Latt. 4.00 N.

Sunday August 2nd

Comes in with light winds from the South East. — middle and latter parts light airs from E & E. heading from E to E by E. so ends this day - Latt. 4.27 North

Long. 154.11 West

Monday August 3rd 1846.

Comes in with light airs from the South - heading E by S. middle part light winds from the SE. heading E N East

Ships Midas from Oahu towards the Navigator Islands

at 7 AM wore ship heading S.S.W. with all sail set
Latt 4.18 N.

Tuesday August 4th 1846.

Light winds from the S.E. heading S.W. middle & latter parts fine breezes from S.E. heading S.S.West.

Wednesday August 5th

Commences with with light winds from S.E by East heading S by West middle and latter part much the same - repairing sails &c. so ends - Latt. 2.27 N.
Long. 156.27 W.

Thursday August 6th.

Commences with light winds from the S.E. heading S. S.W. middle and latter parts light winds from S.W. heading S.W West - so ends the day - Latt. 1.52 N.
Long. 158.57

Friday August 7th 1846.

Comes in with light winds from S.E. at 2 PM saw Christmas Island. middle & latter part light winds from S.E. heading S.S.W with all sail set - so ends the day.
Latt. 44 m. N.
Long. 159.09 W.

Saturday August 8th 1846.

Commences with fine breezes from the S.E. heading S.W. middle and latter part fine breezes from S.E. heading S.S.West with all sail set - so ends - Latt 34 m S.
Long. 160.08 W

Sunday August 9th 1846.

Comes in with light winds from S.E. heading S.S.W. with all sail set - middle & latter parts - fine breezes from East heading S.E. all sail set - so ends. Latt 1.30 S.
Long. 160.07 W.

Monday August 10th 1846.

Comes in with fresh breezes from the East - heading S.S.East with all sail set - middle & latter parts fresh breezes from the East - at 7 a.m. kept off S.S.W. steered S.S.W. and set all standing sails for the Navigators Islands.
Latt. 3.38 S. Long. 160.33 W.

Ship Midas from Oahu towards the Navigators Islands

Tuesday August 11th 1846.

Comes in with fresh breezes from E&E. steering S½W. with all sail set - middle and latter part fresh breezes from E&E. steering S½W. so ends this day - Latt. 5.30 S. Long. 161.52 W.

Wednesday August 12th 1846

Comes in with fine breezes from E&E. steering S½W. middle and latter parts - light winds from E&E. steering S½W - with all sail set - so ends this day - Latt. 6.53 S -

Thursday August 13th 1846.

Comes in with light winds from E&E. course S½W. middle part calm - latter part light winds from E&E. steering S½W. so ends this day - Latt. 7.42 S. Long. 153.29 W.

Friday August 14th 1846.

Comes in with fine winds from E&E. steering S½West - middle & latter parts - course the same - course or winds from the East - so ends this day. Latt. 9.11 S. Long. 164.32 W

Saturday August 15th 1846.

Comes in with fine winds from the N.E. steering S½W. middle and latter parts light winds from the N. East steering S½West with all sail set - so ends. Latt 10.30 S. Long. 165.20 W

Sunday August 16th 1846.

Light winds from the N.E. steering S.W. with all sail set middle and latter parts light winds from N.E steering same course - at 9 am. saw a shoal breaking very high - so ends this days. Latt 11.15 S. Long. 166.29 W

Monday August 17th 1846.

Comes in with light winds from the N.E. steering S.W. middle and latter parts - winds and course the same so ends this day - saw nothing -. Latt. 12.20 S. Long. 167.20 W.

Ship Midas from Oahu towards the Navigator Islands.

Tuesday August 18th 1846.

Comes in with light winds from the N.E. steering S.West middle and latter parts mostly calms - course S.West. So ends this day - Latt. 12.30 S.

Wednesday August 19th 1846.

Comes in calm - middle and latter parts - fresh winds from E.S.E. and squally heading S.W by W. Latt. 12.20 S. Long. 169.20 W.

Thursday August 20th 1846.

Comes in with strong winds from E.East - heading W.S.W. all sail set - at 8 P.M. double reef'd the topsails and hauled back the main yard - middle and latter parts - strong gales from the S.E. heading S.S.W. with thick and rainy weather at 6 A.M braced forward the main yard and stood on to the S.S.W. So ends this day - no observation

Friday August 21st 1846.

Comes in with strong gales from S.E heading S.W. and thick weather - at 1 P.M. saw the land - at 6 P.M. wore Ship heading E.N.E. close reef'd the fore and mizen topsails. Middle and latter parts - strong gales from the S.E. heading E.N.E. under close reef'd topsails - So ends. Latt. 13.35 S.

Saturday August 22nd 1846.

Comes in with strong gales from the S.E. wore Ship to the S.W. close reef'd the topsails middle and latter parts - strong breezes from the S.E. standing in for the land at 10 A.M. close aboard the Island of Futuila - hauld back the mainyard for a Pilot - So ends the day.

Sunday August 23rd 1846.

Comes in with strong winds from E.S.E - at 1 P.M. the Capt & boats crew went on shore at 6 P.M. the Pilot came on board but could not go in - at 7 P.M. double reef'd the topsails - at 12 o'clock took in the Jib & mainsail - trying to work into the Harbour - Capt. on shore - So ends -

Ship Peacock at the Island of Tutuila Samoa

Monday August 24th 1846.

Commences with strong gales from E & E. carrying all pos sible sail to work up to the harbour middle and latter parts - blowing fresh at 12 M. Set the Jib and main sail at 2 P.M. Split the Mizzen topsail - So ends —

Tuesday August 25th 1846.

Comes in with strong gales from E & E - beating up to the harbour at 4 P.M. came to anchor in Tutuila harbour called Pago pago in 30 fathoms of water - the English Brig Columbine Capt Heaton of Sydney in port

Wednesday August 26th 1846.

Fine weather - crew employed in different Jobs - fill ing water &c &c &c. So ends the day at Anchor —.

Thursday August 27th 1846.

Fine weather - employed at Ships duty - getting off wood and water - So ends this day at Anchor.

Friday August 28th 1846.

Fine weather - employed in getting off wood & water

Saturday August 29th 1846

Fine weather - Not allowed to work this day it being Sabbath with the Natives and contrary to Law. —

Sunday August 30th 1846.

Fine weather - 7 men off Duty sick the rest employed in getting wood & water and other Jobs - So ends this d

Monday August 31st 1846

Fine weather - employed in getting off wood & Sundries

Tuesday September 1st 1846

Fine weather - finished Wooding and watering - So ends this day at Anchor as. —

Ship Nicias at Anchor at the Island of Tutuila.

Wednesday September 2nd 1846.

Fine weather - getting ready for sea - two men deserted from the Ship which detained us - sent the Natives to find them - so ends this day - at anchor —.

Thursday September 3rd 1846.

Fine weather - detained on account of the deserters - 6 men off duty sick - Latter part caught the runaways who are now awaiting trial - so ends at Anchor

Friday September 4th 1846.

Fine weather - all ready for sea - waiting for the deserters - landed Tyina Smith by paying Government $25. on account sickness - but the deserters on board - one of them named William Jones deserted again.

Saturday September 5th 1846.

Fine clear weather - at 10 A.M. the Pilot came on board to get us under weigh for sea - the Crew refused to take the Anchor - saying they were short handed and demanded a full compliment of 33 hands - which could not be obtained at this place - so ends the day - still at anchor —.

Sunday September 6th 1846.

Fine weather - Crew all off duty Ship detained on that account - so ends the day at Anchor —

Monday September 7th 1846.

Crew still off duty - arrived two French vessels one Ship and one Brig with Catholic Missionaries on-board last from Tahiti - so ends the day at anchor.

Tuesday September 8th 1846.

Fine weather - Crew still off duty - sent word aft to have the galley removed or they would throw it on board - so ends this day at Anchor. —

Ship Midas at Anchor at the Island of Tutuila

Wednesday September 9th 1846.

Crew still off duty - caught the deserter William Town and brought him onboard - so ends the day at anch

Thursday September 10th 1846

Crew still off duty - Mr. Gibbins H B M Consul Agent came onboard and addressed the crew but could not per suade them to go to duty - Crew insisted upon going to Apia, Island of Upolu to see the U S Consul - so ends

Friday September 11th 1846.

Crew still off duty - employed the Pilot and 10 Natives to get the ship under weigh - started our warps twice and gave up the attempt of getting to sea - so ends -

Saturday September 12th 1846.

Crew still off duty - no work this day it being Sunday on shore - so ends this day at anchor -

Sunday September 12th 1846.

Crew still off duty - employed 10 Natives and got the Ship under weigh attempted to beat out but at sun set came to anchor again so ends this day -

Monday September 14th 1846.

Crew still off duty - three of them turned to this day confined the remainder 13 in the forecastle - at 7 AM got under weigh and commenced beating out to sea at 5 PM. the Pilot left - at 10 PM. stood W N W for Upolu - so ends this day -

Wednesday September 16th 1846.

Commences with fine breezes from E by E. the Island of Upolu in sight at 1 PM. took a Pilot and at 5 o'clock came to anchor in the harbour of Apia - at 9 AM. the U S Consul came onboard and commenced taking the depositions of the crew - so ends the

Ship Midas at Anchor at the Island of Upolu.

Thursday September 17th 1846.

Commences fine - at 4 P.M. the Consul departed to return again on the morrow - at 10 AM came onboard again finished the examination of the Crew - then took the depositions of the Officers - boatsteerers and Steward and gave the men till Monday next to consider of it - at 4 P.M went on shore - so ends at Anchor.

Friday September 18th 1846

Fine weather - Crew still of duty - awaiting the movements of the Consul to settle difficulties

Saturday September 19th 1846.

Fine weather - crew still off duty - Sunday on shore -

Sunday September 20th 1846

Fine weather - at 11 AM. the Consul came onboard discharged one man John Sullivan - put three in Irons and flogged three more - the rest of the Crew returned to duty - 6 men off duty sick - so ends the day.

Monday September 21st 1846.

Comes in fine - middle and latter part squally weather - at 11 AM. in a heavy squall dragged our anchor - and went alongside of the reef - assistance came from the Shipping and off shore - run out lines and hauled up to our berth again - so ends this day at Anchor.

Tuesday September 22nd 1846.

Commences fine & ends the same - Ship still at Anchor.

Wednesday September 23rd 1846.

Comes in fine - middle and latter part squally - purchased 1 Pipe Bread 700 lbs from French Ship Alliance

Thursday September 24th 1846.

Commences squally - ends with fine weather - at Anchor.

Ship Midas at Anchor at the Island of Apolin.

Friday September 25th 1846.

Commences with fresh breezes at 9 P.M. parted our larboard Chain and lost the Anchor - middle and latter part fresh breezes - warped the Ship to her anchorage again - so ends this day at Anchor

Saturday September 26th 1846

At 6 AM commenced sweeping for our anchor but did not find it - Mr. Neil. the Cooper - and Steward left the Ship and went ashore - saying they would go no farther in the Ship - so ends this day - at Anchor -

Sunday September 27th 1846.

Fine weather - ~~so~~ sweeping for our anchor - arrived off the Harbour Ship Fenelon, Baker of New Bedford 20 mos. 500 Bbls Oil - sent her Boat in - so ends at Anchor

Monday September 28th 1846.

Fine weather - found our anchor and took it onboard

Tuesday September 29th 1846.

Fine weather - discharged William Jones a seaman - arrived Ship Wm Coggeshall, Macy of Newport 35 mos 1200 Sperm - so ends this day at Anchor.

Wednesday September 30th 1846.

Fine weather - the Consul & myself concluded it was best for the Ship to go home direct - one Portugue called Stephen deserted from the Ship - so ends at Anchor

Thursday October 1st 1846.

Fine weather - got off one cask of water - blacked the bends - and cleaned Ship ready for Painting so ends

Friday October 2nd 1846.

Fine weather - employed in Painting Ship so ends day

Ship Midas at anchor at the Island of Apolima.

Saturday October 3d 1846.

Fine weather - Sunday on shore - no labour this day

Sunday October 4th 1846

Fine weather - employed in Painting Ship - so ends

Monday October 5th 1846

Commences with rainy weather - latter part fine employed in Painting Ship - so ends this day -.

Tuesday October 6th 1846.

Comes in fine - employed in painting Ship so ends.

Wednesday October 7th 1846.

Fine weather finished painting Ship - at sunset had some words with the first mate Mr. Brendell - who left in the evening and went on shore - so ends the day

Thursday October 8th 1846.

Fine weather intended to have sailed this day - but was detained by Mr. Brendell & 13 of the crew who protested to the Consul against sailing with me as master of the Ship - alleging that they were afraid of their lives - at 10 A.M. the Consul came on board and commenced taking their depositions against me - putting them all upon oath - at 4 P.M. the Consul left - to return to-morrow.

Friday October 9th 1846.

Fine weather - gave Mr. Williams the U.S. Consul my resignation as master of the Midas - and requested him to appoint some other person to the command. so ends this day - still in Port at Anchor.

Saturday October 10th 1846.

Fine clear weather - this day is the Sabbath on shore consequently no business can be transacted - so ends.

Ship Nicias at anchor at the Island of Apolin

Sunday October 11th 1846.

This day at 10 Am. the US Consul came onboard and informed the crew that I had resigned charge of the Ship and that he was to appoint a new master in my stead - and that I had applied for a passage home in her - and he had granted my request - but as the crew would not consent to my going as passenger - he was compelled to discharge them all - which he did - in consequence of which I still retain charge of the Ship - and must now ship an entire new crew - taking Mr. Jenny as my 1st Officer and Uncle Jim as 2nd Officer — both of whom reshipped upon new articles this day -

Monday October 12th 1846.

This day shipped an entire new crew - and consented to take Mr. Alpheus Mendel home as passenger so ends this day - the new crew not yet onboard -

Tuesday October 13th 1846.

Fair weather - all hands onboard 18 all told - settled with Mr. Williams US Consul the amt of his bill against the Ship to the amount of $ ¢. paid him in Whale Oil - Empty casks - Canvas, Rigging - Towlin and sundry other articles - thereby getting clear of the most of the trouble which has haunted me so long sold a Kedge Anchor to the Arche d'Alliance and settled a boat with the Ship Levi Starbuck - so ends the day - still in Port at Anchor.

Wednesday October 14th 1846.

Fair weather - the Pilot onboard - hove short and set the sails to go to sea - but did not get out -

Thursday October 15th 1846.

At 5 Am. took our anchor and went to sea - at 7 A.M. left the Ship and went onshore at 40 Pm. he

returned onboard in company with Mr. Mendel and several shore folks - Mr. Mendell still wished to go as passenger but the crew protested against it - lay off and on all night - at 6 A.M. the visitors left the ship for the shore - so ends this day at sea -

Friday October 16th 1846.

This day calm and pleasant weather running down between the Islands of Upolu and Savai middle and latter part - calm - heading S. by East - so ends this day.

Saturday October 17th 1846.

Comes in squally - wore ship to the N.E by N under double reefed topsails - bent a new main topsail at sunset - saw the land off the weather bow - distant 12 miles - so ends this day -.

Sunday October 18th 1846.

Commences squally - at midnight wore ship to the S. at 11 A.M. wore ship to the N.W - at ½ past 4 P.M saw the Islands of Upolu & Savai bearing S. West distant 14 miles - rated the Chronometer - the being 105 miles to the West - wore ship heading S.S.E - so ends.

Monday October 19th 1846.

Comes in fine - steering South with all sail set middle & latter parts the same - crew employed at Ships duty - so ends this day - Latt 15.44 S.
Long. 172.55 W.

Tuesday October 20th 1846.

Fine weather - comes by W. all sail set - middle & latter parts - squally with rain - in topgallant sails
Latt. 17.27 South. Long. no sight

Wednesday October 21st 1846.

Thick & rainy weather - wore ship to the N.W - at 12 night

Midas from Upolu towards Cape Horn.

Wednesday October 21st 1846.

Commences with thick weather - wore ship to the N'd at 12 midnight tacked the ship - heading S.W. at 6 A.M. saw a burning Island - middle part - passed Savaii Island - latter part - passed two more Islands so ends this day - Latt. 18.35 South - Long. 174.22

Thursday October 22nd 1846.

Comes in with strong breezes from the same quarter - at night lay too on account of the land - at 5 A.M. made all sail standing to the Southward at 10 A.M. passed 2 of the Lati Islands - latter part carrying all sail people employed at Ships duty - Latt 19.35 S.
Long. 175.20 W.

Friday October 23rd 1846

Fine breezes from the same quarter - hove too at night on account of the land - middle and latter parts - fresh breezes - double reef'd the fore and mizen topsails - course S by West - crew employed at Ships duty - so ends -
Latt. 20.58 South - Long. 176.26 W

Saturday October 24th 1846.

Comes in fine weather - passed Pylstarts Island 6 miles distant - middle and latter parts steering S.S.W. with all sail set - so ends this day -. Latt. 23.11 S.
Long. 176.47 W.

Sunday October 25th 1846.

Comes in with fine weather - steering S by W. - middle part set the fore topmast stun'sail - latter part much the same so ends this day - Latt. 25.50 South - Long. 178.00 W

Monday October 26th 1846.

Fine weather - steering S. by W. crew employed at Ships duty - latter part - hauled up S by E. so ends. Latt. 28.50 S.
Long. 179.18 W.

Ship Midas from Upolu towards Cape Horn.

Tuesday October 27th 1846.

Comes in with strong breezes - at night lay too for land - under topsails and courses - at 3 P.M. saw Goat Island bearing E.S.E. distant 20 miles - at 6 P.M. made the Curtis rocks bearing S.E. distant 30 miles - sent down and repaired the maintopgallant sail - so ends the day.
Latt. 29.40 South. No Longitude

Wednesday October 28th 1846.

Fine breezes - steering S.E. by S. bent the maintopgallant sail - sent down the fore topsail and bent a new one - so ends this day - Latt. 32.14 South. Long. 178.18. W.

Thursday October 29th 1846.

Fine breezes - steering E.S.E with all sail set - employed in mending sails so ends this day - Latt. 34.09 S.
Long. 176.34 W.

Friday October 30th 1846.

Fine weather - heading East and E by S. crew employed in mending sails - so ends this day - Latt 35.02.

Saturday October 31st 1846.

Fine weather - wind from the North - steering E by S. with stun sails set - employed in painting boats - middle & latter part - much the same - so ends this day - no observations

Sunday November 1st 1846.

Comes in with fine breezes from the North - steering E. with all sail set - middle & latter part fresh breezes saw 2 ships - spoke one a Sag Harbour ship with 1400 Bbls. so ends this day - Latt. 36.47 S. Long. 167.42 West.

Fine breezes - Monday November 2d 1846.

from N. steering E N E. crew at ship duty spoke the Dutch ship Zuid of Pool - 500 Bbls. Latt 46.33 S. Long. 164.00 W.

Ship Midas from Upolu towards Cape Horn.

Tuesday November 3'd 1846.

Commences with thick weather - steering E N.E. crew repairing old maintopsail - latter part - light rain steering East - so ends this day - no observation

Wednesday November 4th 1846.

Comes in cloudy weather - wind N N W. steering E S. East - middle part - employed in mending a main topsail - latter part a rain storm - no obs'v

Thursday November 5th 1846.

First part rainy - wind about West - steering E S middle part - wind hauled to the S W. steering East latter part much the same - crew employed about the rigging so ends this day - Latt. 38.41 South Long. 155.48 West

Friday November 6th 1846.

First part calm - middle part a breeze from the E heading North - crew employed mending old main topsail - latter part - wore ship heading S East by S so ends this day - Latt. 38.32 South

Saturday November 7th 1846.

First part comes in with a Northerly wind blowing heavy with rain double reef'd the topsails - middle part - wind hauled to the Westward steering East latter part shifted to the S. West - made all sail so ends this day - Latt 40.02 S. Long. 152.40

Sunday November 8th 1846.

Comes in with a westerly wind and rainy - steering E middle and latter parts - much the same - so ends Latt. 39.40. Long. 150.20

Monday November 9th 1846.

Comes in with a westerly wind - steering East by South

Ship Midas from Upolu towards Cape Horn.

middle part much the same - set stun'sails alow and aloft - latter part the same - crew employed at Ships duty so ends this day - Latt. 39.50 South
Long. 148.04 West

Tuesday November 10th.
Fine breezes from the N N W. steering E by N. middle and latter parts much the same - Carrying all sail crew employed at Ships duty so ends - Latt 40.20 S.

Wednesday November 11th 1846.
Light winds from the West steering East - middle part much the same all sail set - people employed in mending sails - latter part - wind increasing - so ends this day - Latt. 40.42 S. Long. 142.40 W.

Thursday November 12th 1846.
Comes in with a breeze from the W N W. steering East middle part breeze increasing - people employed in mending sails - latter part - took in stun'sails - so ends this day - Latt. 40.50 S. Long. 139.45.

Friday November 13th 1846.
Comes in with the wind from the N W. steering E. middle part - squally with rain took in light sails. latter part cleared up - made all sails - so ends -

Saturday November 14th 1846.
Wind W S W. steering E N E. middle & latter parts - breeze increasing - course East - crew employed in Ships duty - so ends the day. 41.05 S. Long. 133.10 W.

Sunday November 15th 1846.
Comes in with the wind from the same quarter - m- middle & latter parts breeze freshening - carrying all sail - heading East by North - Latt 40.56. S.
Long. 129.55 W.

Ship Midas from Upolu towards Cape Horn

Monday November 16th 1846.

Comes in with a fresh breeze from the W.S.W. steering E. middle part the same - latter part - wind from the Northward course E ½ N. all sail set - so ends this day - Latt. 41.35 S. Long. 126.21

Tuesday November 17th 1846.

Comes in with a fresh breeze from the N. steering East - middle part thick & foggy - latter part raining - unbent the spanker & bent the mizen so ends

Wednesday November 18th 1846.

Wind from the S.W. steering ENE. middle part wind SSE. one ship in sight - latter part - wore ship - heading SE by East - so ends this day - in 41.00

Thursday November 19th 1846.

Wind from the Northward - steering E by N. middle part breezing up - hauled to the W.S.W. course the same - latter part - blowing fresh - furled the main sail and reefed the foretopsail - so ends. No Obs.

Friday November 20th 1846.

Comes in with fresh breezes from the Northward - middle part - more moderate - made all sail - latter part ~~more~~ moderate steering East - so ends this day. no ob

Saturday November 21st 1846.

Strong breezes from Northward steering E by N. latter part more moderate so ends - Latt. 41.32. Long. 111.1

Sunday November 22nd 1846.

Comes in with fresh breezes from the W.S.W. steering East with all sail set - middle and latter parts much the same - ends with thick and hazy weather - no observation this day -

Ship Midas from Apsolin towards Capetown

Monday 23rd November.

Commences with fine breezes from the W N W. steering East - middle part Squally - latter part - moderating down. course East - so ends this day - Latt 41.30
Long. 104.48

Tuesday November 24th.

Comes in with the wind from the W N W. steering East - middle part - steering East by South - latter part - wind and course the same - so ends —
Latt by Obs. 41.54
Long. 101.26 W.

Wednesday November 25th.

Comes in with squally weather - wind shifted to the S.S.E. took in Stun'sails - main royal and fore and mizen topgallant sails - middle part wind S.E. heading E N E. latter part continues the same heading E.N East - so ends this day. - Latt. 42.39 S.
Long. 98.27 W.

Thursday November 26th 1846.

Comes in with fine calm weather - middle part much the same - sent down the fore and main top-gallant sails and repaired them - latter part fine breezes - made sail - set the lower topmast and topgallant Stun'sails and steered East - so ends - Latt. 42.38 S.
Long. 96.29 W.

Friday November 27th.

Fine breezes - steering E by S. middle part - the wind hauled to the W.S.W. steered S E by E. latter part thick and foggy - broke out for provisions - so ends - No Obs'v.

Saturday November 28th.

Comes in with fine weather - steering East by South & latter part the same - Latt. 45.23. Long. 92.55 W.

Ship Medas from Upola towards Cape Horn

Sunday November 29th 1846

Commences with thick & foggy weather. steering E.S.E with all sail set going at the rate of 9 knots per hour middle part wind hauled to the S.S.W. moderate latter part - wind shifted to the W.N.W. so ends this day with the breeze increasing - No observation -

Monday November 30th 1846.

Comes in with thick & foggy weather - wind about S.S.E steering E.S.E. middle and latter parts - much the same all sail set. Stun sails low & aloft - so ends

Latt. 48.13 S.
Long. 78.09 W.

Tuesday December 1st 1846.

Comes in with fine weather - steering East - wind about S.West - middle part thick & squally - wind hauled to the W.S.W. - set stun sails low & aloft - latter part - wind hauled to the Southward steering E.S.E took in stun sails, main royal and topgallant sails & single reef'd the mizen topsail - blowing strong breezes

Latt. 49.25 S.
Long. 84.11 W.

Wednesday December 2d 1846.

Comes in with strong breezes from the S.West at 6 P.M. double reef'd the topsails - heading E.S.E. at 5 A.M. reef and set topgallant sails heading the same at 11 took in fore and mizen topgallant sails - ends this day with fresh breezes - Latt. 50.50 South. Long. 80.40 W.

Thursday December 3rd 1846.

Comes in with strong breezes from the South - heading E.S.E at 6 P.M. in topgallant sails and double reef'd the topsails middle part fresh breezes and cloudy weather - latter part - at 12 M. moderate - made all sail on the ship heading E.S.E. close hauled - so ends the day - No Obs

Ship Midas from Upolu towards Cape Horn.

Friday December 4th 1846.

Comes in with fresh breezes from the South - heading SE. by E. at 6 PM. the wind hauled to the SW. steering SE. took in fore topgallant sail and flying jib latter part wind shifted to the westward blowing heavy with thick and squally weather - so ends.

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Saturday December 5th.

Commences with fresh breezes from the WNW. steering SE by S. at 8 PM. double reef'd the topsails - at 3 AM out reefs and set the main topgallant sail at 10 took it in and double reef'd topsails - at 11 A.M took in the mizzen topsail blowing fresh with rain - so ends this day - No Observation

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Sunday December 6th 1846.

Comes in with strong gales from the WNW. at 3 PM. parted the wheel ropes and rove new ones - at 4 PM. took in the fore topsail and foresail - close reef'd the main topsail and hove to on the starboard tack with the wind about W.S.W. heading to the South - at 6 PM. split the fore topmast staysail - at 10 PM. shipped a heavy sea which stove in the bulwarks both sides - swept from the stern two royal masts and two royal yards and several small spars and one plank - at 1 AM. blowing hard parted the jib guy - at 8 AM more moderate - at 12 meridian set the fore topsail and foresail - at the same time turned out 1 reef from the main topsail and bent a new fore topmast staysail steered the Ship East - so ends this day -.

Latt 57.23 S. Long. 72.20 W.

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Monday December 7th 1846.

Wind WNW. steering E. under single reef'd M. topsail and foresail - at 1 AM. out reef and set main topgallant sail & royal at M. wind from WSW. steering NE. No Observation.

Ship Midas from Cape Horn towards St. Catherine

Tuesday December 8th 1846.

Comes in with a fresh breeze from the S.W. Steering N.E. at 11 P.M. calm with a steady rain - at 3 A.M. wind from the WSW with heavy squalls of wind and rain - at 9 AM. more moderate made all sail on the Ship steering N.N.E. Latt. 56.19 S. Long.

Wednesday December 9th 1846.

Commences with moderate breezes from the WNW Steering N.N.E. at 11 P.M. calm and rainy - at 1 A.M. a breeze from WNW. steering NE by N. at 5 AM made Staten Land bearing NNW. distant 20 miles - at 12 M. land bore N. by W. distant 15 Miles heading close hauled on the wind - Crew employed in breaking out for water and provisions - so ends this days Latt 55.20 S. Long - 63.09 W.

Thursday December 10th 1846.

Commences with thick and squally weather heading N.E. at 5 P.M. the wind hauled to the SW. steering N. at the rate of 9 knots at 2 A.M. moderated down at 4 Set the Stun sails alow and aloft - at 10 AM. wind shifted to the N.N.E. close hauled on a wind — So ends Latt 53.36 W. Long. 60.50 W.

Friday December 11th 1846.

Comes in stiff breezes from N.N.W. heading N.E. at 4 A.M. made Beauchane Island one of the Falkland bearing East distant 10 miles at 9 AM the wind hauled to the W.N.W. - made the last Island bearing N.W to E.N.E. steering along shore with all drawing sail set - so ends this day - Latt 52.26 S. Long. 58.38 W.

Saturday December 12th 1846.

Comes in with fine breezes from W.N.W. at 3 P.M the Capt and boats crew went on shore and shot one seal 20 Geese - at 5 o'clock returned onboard - steered N.

Ships Midas from Cape Horn towards St. Catherines

at 3 am squally took in topgallant sails - at 7 o'clock
double reef'd the fore and mizen topsails wind hauled
to the W N W. steering North breezing on - so ends this day -
Latt 51.26 S. Long. 56.51 W.

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Sunday December 13th 1846.

comes in with fresh breezes - single reef'd the main -
topsail heading from N. to N N E. at 9 A M. breeze in -
creasing put second reef in main topsail - so ends.
Latt 49.13 S. Long. 54.31 W.

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Monday December 14th 1846.

Commences with fresh breezes from W N W. steering N N W
under close reef'd mizen - double reef'd fore and main
topsails - mainsail & jib - at 11 AM. more moderate
out one reef from fore and main topsails - so ends.
Latt. 46.38. Long. 56.00

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Tuesday December 15th 1846.

Comes in more moderate - made all sail on the ship
steering N N W. at 6 P M calm - at 3 am. breezed up
from the northward heading E N E on the larboard
tack - employed in tipping up an old fore topmast
staysail and repairing another - so ends this day -
Latt. 45.38 S. Long 54.30 W.

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Wednesday December 16th

Comes in with the wind from the same quarter on
the larboard tack - heading E by N. and E N E. at 8 P M
wore ship to the N W. at 10 in topgallant sails and
flying jib at 3 am blowing hard from E N E. double
reef'd the topsails and took in mainsail and jib at
4 A M. furled the fore and mizen topsails and in
foresail - at 9 in foretopmast staysail at meridian
more moderate - set the foresail & fore and
mizen topsails - and steered N by W. so ends. Nos obs in.

Ship Midas from Cape Horn towards St. Catherines

Thursday December 17th 1846.

First part more moderate made all sail on the Ship heading N.N.West - at 6 P.M. calm - at 10 P.M. took a breez from S.S.E. steering N by E. weather rainy with a gradual increase of wind - at 8 A.M. double reef'd the fore and main topsails took in the mainsail, Jib & mizen topsail - so ends this day with fresh breezes. No Observation.

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Friday December 18th 1846.

Comes in with a strong gale from S.S.E. steering N.b.E. under double reef'd fore and main topsail, foresail and topmast staysail at 1 P.M. more moderate - at 5. Turned one reef out of the topsails and set mizen topsail at 11 P.M. made all sail with the wind from the same quarter so ends this day - Latt. 41.06 South. Long. 53.50 W.

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Saturday, December 19. 1846.

Comes in fine with the wind from S.S.E. steering N.E by E. made all sail set stun'sails alow & aloft - at 6 P.M. squall, in stun'sails & topgallant sails - at 5 A.M. wind hauled to the Eastward and more moderate made all sail - people repairing fore topmast stun'sail - so ends

Latt. 38.51 South Long. 52.38 West

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Sunday December 20th 1846.

Comes in with fine & pleasant weather wind about East steering N.N.E. at 4 P.M. passed a Whale ship and one Brig both bound S.W. middle and latter parts - much the same so ends. Latt. 37.00 South. Long. 51.10 West

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Monday December 21st 1846.

Comes in with light and baffling winds - saw a Ship off the lee beam heading N.N.W. at 6 P.M. sent down the new mainsail to repair and bent the old one middle & latter parts much the same - so ends this day

Latt. 35.57 South. Long. 51.25 W

Ship Midas from Cape Horn towards St. Catherines.

Tuesday December 22d 1846.

Comes in with light breezes from E by S. heading N.N.E. at 6 PM. fresh breezes took in the main royal and topgallant sails – at 7 AM. light and baffling winds with a steady rain – at 11 AM took a breeze from E.N.E. heading S.E. So ends. No Obs.

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Wednesday December 23d 1846.

Comes in with light breezes from E.N.E. heading S.E. at 6 P.M. tacked Ship heading N.N.W. – latter part employed in mending the mainsail – So ends.

Latt. 34. 12 S. Long. 50. 46 W.

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Thursday December 24th 1846.

Comes in with the wind from the N.E. crew employed in mending the mainsail at 8 PM boarded a French barque 54 days from France bound to Monte Video – middle part calm – latter part – wore Ship heading N.E. finished the mainsail So ends this day – No Observation

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Friday December 25th 1846.

Comes in with light and baffling winds – repaired the main spencer – at 8 PM. took a breeze from the westward steering N by E. at 11 PM. calm at 6 AM. had rain with some thunder & lightning – at 7 AM a stiff breeze from the S.E. steering N.E. saw a sail off the lee beam – So ends this day

Latt. 33.04 S. Long. 50.43 West

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Saturday December 26th 1846.

Comes in with fresh breezes from the E. South East steering N.E. by N. with all proper sail set – middle part – much the same – latter part made a mizen topgallant sail out of an old fore Royal 2 Sail astern steering S.W. So ends. 49. 18 W. 30.57 South

Ship Midas from Cape Horn towards St. Catherines

Sunday December 27. 1846.

Comes in with a breeze from the E SE. steering N E at 7 am. wind from E.N.E. heading N. latter pa wind and weather much the same. So ends.

Latt. 29.39 S. Long. 49.22 W.

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Monday December 28th 1846.

Comes in with a fresh breeze from the E N E. hea ing N by W. took in stun'sails and topgallant sail at 6 P M. made the coast of Brazil bearing from N E to N.W. dist. 17 miles at 8 P M. wore Ship hea ing S E. at 2 am double reef'd the topsails pe ple employed in knotting yarns - saw a schooner steering S.W. So ends this day. Latt 30. 10 S. Long. 48, 16

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Tuesday December 29th 1846.

Comes in with the wind from the E N E. crew em ployed in making spunyarn - at 4 P M wore Ship to the N.W. middle part - fresh breezes dou ble reef'd the topsails and took in the mainsail and Jib at 6 am more moderate - made all sail at 8 wore Ship heading E by N. at noon made a sail on the ship so ends this day - Latt. 30.02 Long. 48.36

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Wednesday December 30th 1846.

Comes in with the wind from E N E. at 5 P M shifte to the S.W. steering N E by N. middle and latter parts much the same - people employed making Spunyar So ends this day. Latt. 28.59 S. Long. 47.24 W

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Thursday. December 31. 1846.

Comes in with fine breezes from the W S.W. steer N N E with all sail set - broke out for water - cr employed in making spunyarn and other jobs of du duty - So ends this day. Latt. 28.12 S. Long. 46.47 W

End of the Year 1846. all well.

Ship Midas at Anchor at St. Catherines, Brazil.

## Friday January 1st 1847.

New Years day - Commences with light breezes from E.N.E. heading E by N. at 6 P M wore Ship heading N W. at 3 A M. the wind hauled to E S E. Steering N W by W. for the land for a supply of water - so ends this day. Latt. by Obsv 27.49 S.
Longitude 47 55 W.

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## Saturday January 2nd 1847.

Commences with a stiff breeze from the S. West steering N.W. for the Island of St. Catherines at 5 P.M. made the land bearing W. N W. ran in close to the land - middle and latter parts - lying off and on - wind dead ahead with thick and rainy weather - so ends this day. Latt 27.49 S.
Long. 48.04 W.

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## Sunday January 3rd 1847.

First part of these 24 hours comes in with light baffling winds with rain from the S.W. beating up for St Catherines Isle - middle part the same came to anchor in five fathoms - latter part at 11 A.M. got under weigh to go up to the proper anchorage about 8 miles distant - at 3 o'clock P M. came too. was boarded by an officer of the Fort - Capt Cathcart a resident - and also by Capt Nathaway of the Albion of Fair Haven who arrived 2 days ago

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## Monday, January 4th 1847.

Comes in with light breezes from the N E. Ship at anchor - Sent a raft of about 70 Bbls on shore to have filled with water - So ends this day.

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## Tuesday January 5th 1847.

Fine pleasant weather - still at anchor - latter part - got off the raft of water. So ends this day.

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Ship Midas at Anchor at St Catherines, Brazil

Wednesday January 6th 1847.

Comes in with moderate breezes - and fine, pleasa
weather - blacked the ships bends - unbent the fo
sail - fore and main topsails and bent the old
ones - Gordon, Cleavland, Early Head Sim, Irin
Sack off duty - (Neilson off duty sick.) so ends

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Thursday, January 7th 1847.

Comes in with pleasant breezes and fine weather
all hands on shore on liberty - so ends this day

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Friday January 8th 1847.

Fine pleasant weather - all hands onshore
drunk - so ends the day at anchor.

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Saturday January 9th 1847

Fine pleasant weather - all hands onshore on
liberty - so ends the day at anchor.

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Sunday January 10th 1847

Comes in with strong breezes from the Northward
all hands on shore - latter part blowing strong fr
the West - so ends the day every thing quiet.

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Monday January 11th 1847.

Comes in more moderate - all hands off duty - th
day went up to the City of St Catherines on busines

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Tuesday, January 12th 1847.

Fine weather, all hands off duty - this day sen
Mr. Jenny to the City to clear the ship at the Cu
tom House he succeeded in getting the clearance
but could not get the ships Papers from the U. Sta
Consul Mr. Wells - and returned in the evenin
discharged one man William Miller by name. s
ends this day at anchor.

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Ship Midas at anchor at St. Catherines, Brazil.

Wednesday January 13th 1847.

Commences with strong breezes from the N. East with rain - sent on shore 9 Casks Whale Oil containing 1524 Gallons sold to Capt Cathcart a 40¢ per gallon so ends this day - still at anchor.

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Thursday, January 14th 1847.

Comes in with thick and rainy weather - crew employed in getting Ship ready for sea - latter part gave up the thoughts of going to sea to day - so ends the day at anchor.

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Friday January 15th 1847.

The first part of these 24 hours comes in with strong breezes from the Southward - at 6 A. M. hove short and hoisted the topsails to go to sea when a boat arrived from the Custom House for me to come on shore with my papers - clewed up the sails, came too, and went on shore where I learned that it was Capt Cathaway that ~~it~~ was wanted and not me - after my return the U S Consul Samuel Wells came alongside and ordered me in the U S. Goverment name to come to an anchor and receive him onboard - but I did not see fit to do so - he then left saying that if I wanted him I must come to town - left at this place 6 of our crew - shipped 5 more in their stead two of which deserted - so ends this day at sea - the Albion in sight. No Observation

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Saturday January 16th.

Comes in with strong breezes from the Southward steering E N E. in company with the Albion - for Rio Janeiro - stowed our anchors - middle and latter part much the same - Ships company all told amount to 16 hands. Latt 25.59. Long. 47.00 W.

Ship Midas from St. Catherines towards

Sunday January 17. 1847.
Light breezes from the S.E. heading N.E by N. crew making spunyarn - middle part - calm - latter part light breezes from the S.E. the Albion in co so ends this day ~. Latt 24.55 S. Long. 46.10 Wes

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Monday January 18th 1847.
Light breezes from the S.E. at 4 P.M. saw the coa of Brazil distant 20 miles - at 7 P.M. wore ship t the Southward - land distant about 10 miles - so en this day ~ No observation -

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Tuesday January 19th 1847.
Light & variable winds heading S.E. crew empl oyed in making spunyarn - latter part - wore t the N.E. the Albion in company - so ends -

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Wednesday January 20. 1847.
Comes in squally - visited at 2 P.M. the Albion a at 8 P.M returned onboard - at 6 P.M took a breez from the S.E. heading E.N.E. thick & rainy weather at 10 P.M. wind shifted to the Eastward wore ship heading S.E by S. middle & latter parts - fre breezes took in topgallant sails and double reef the fore & mizen topsails - so ends this day ~
Latt 26.14 S. Long. 46.41 W

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Thursday January 21st 1847.
Comes in with strong breezes from the E.N.E - heading S.E by S. middle part breeze freshens took in fore & mizen topgallant sails - latter part - crew employed in making spunyarn - Albion in c
Latt 29.08 Lon

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Friday. January 22. 1847.
Comes in wind and weather much the same yesterday spoke and visited the Albion - mid

Ship Midas from St Catherines towards

part - fresh breezes took in flying Jib & topgall= ant sails - latter part much the same heading S.E. by E. crew employed in fitting rigging - so ends these 24 hours - Latt 30.01 South - Long 42.38 W.

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Saturday January 23. 1847.

Comes in much the same as yesterday - crew em ployed in fitting rigging - middle part - head= ing East with all sail set - latter part the same so ends this day - Latt 30.19 S. Long. got none

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Sunday January 24th 1847.

Comes in much the same as yesterday - heading East - the Albion and a strange Brig in sight middle part - fresh breezes took in topgallants latter part - more moderate made all sail so ends this day - Latt. 30.30 S. Long. 39.14 West.

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Monday January 25th 1847.

Comes in much the same as day before - middle part moderate - latter part - Capt Mathaway of the Albion came onboard at 9.30 PM left. so ends this day all well - Latt 30.50 S.

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Tuesday January 26. 1847.

Comes in wind & weather much the same as the week part - crew employed in fitting the rigging - middle and latter parts - heading East and E by S. so ends this day - Latt 30.40 S.

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Wednesday January 27. 1847.

Wind and weather the same - people employ= ed in fitting rigging - middle & latter parts - heading E by S. so ends this day. Latt 30.50 S.

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Thursday January 28th 1847.

Comes in with the wind from the N. & westward

heading N.E. by E. middle and latter parts - much the same crew employed in fitting rigging - the Albion in company - so ends - 29.49 S. Long 33.01 W

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Friday January 29th 1847.

Comes in with with the wind from the N.N.W. heading N.E by N. with all sail set - middle and latter parts much the same the Albion still in company - so ends the day. Latt. 28.40 S.

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Saturday January 30. 1847.

Comes in with light winds from the Northward and westward heading N.E. and E.N.E. the Albion in company - middle and latter parts continues much the same - saw a ship steering East - so ends the day. 28.00 S. 31.03 West.

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Sunday January 31st 1847.

Comes in with the wind from the Northward and westward - wore ship heading N.W by W middle and latter parts winds light & variable - at 11 AM went onboard the Albion and spent the day - three of the crew refused to go in the boat namely John Clearland, James W. Cushman and James Sinnett so ends this day - at 8 PM the boat returned. Latt 27.30 Long. 32.0

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Monday February 1st 1847.

Comes in with strong breezes from the N.E. heading N.W by N and N.W. middle part - squally latter part lost sight of our consort - the Albion so ends this day with squally weather. Latt 26.16 Long. 33.33 W

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Ship Midas from St Catherines towards Rio Janer-

Tuesday February 2nd 1847.

Comes in with the wind from the NE. Steering WNW. with squalls of wind and rain - unbent the fore top gallant sail and bent another - latter part heading West on a wind so ends this day.

Latt 25.30 South
Long. 34.50 West

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Wednesday February 3rd 1847

Comes in much the same as yesterday - heading WNW. middle and latter part squally with rain - so ends this day -

Latt 25.11 S.
Long. 37.03 W.

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Thursday February 4th 1847.

Commences with strong breeze from the N East. heading W-N W. middle and latter part - breeze increasing

Latt. 24.39 S. Long. 40.03 W.

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Friday February 5th 1847.

Comes in wind and weather much the same heading W-N W. middle part - breeze freshening took in topgallant sails and double reefed the fore and mizen topsails - latter part - more moderate - made all sail on the ship heading N. so ends this day -

Latt. 24.15 S. Long. 41.43 W.

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Saturday February 6th 1847.

Comes in with light winds and calms - with sultry, rainy weather - middle and latter parts. continues much the same - so ends —

Latt. 23.51 S. Long. 41.33 W.

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Sunday, February 7th 1847.

Commences with light baffling winds from the N + Eastward - steering N W by N. middle part continues much the same made Cape Frio bearing N N West dist 10 miles - latter part rainy saw about 15 sail of vessels - No Obs.

Ship Midas from St. Catherines to Rio Janeiro.

Monday February 8th 1847.

Comes in with light baffling winds and fai
ny weather - middle part much the same -
latter part took a breeze from the N.N.West a
steered to the Westward towards the Sugar Loaf
Of the entrance of Rio Janeiro bearing N.W.by
distant 25 miles. So ends this day - No Obs.

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Tuesday February 9th 1847.

Comes in with light and variable winds - mi
dle part much the same. latter part beating
up towards the Anchorage of Rio de Janeiro -

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Wednesday February 10th 1847.

Comes in with light winds from the S.W. mid
dle and latter parts running in for the harbour
distant about 10 miles. So ends this day -

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Thursday February 11th 1847.

Comes in much the same as yesterday - at 6P.
came to an anchor in 17 fathoms water above th
Fort in the harbour of Rio Janeiro - next mo
ning received the visit of the Custom House Offic
at 11 AM. the Capt. and boats crew went onsh
and returned at 4 P.M. having left the Captain
who come onboard in the evening. So ends this d

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Friday February 12th 1847.

Comes in with fine pleasant weather - at 10 A.M
went on shore, at 3 P.M. sent the boat onboard
myself remaining onshore for the night so ends
day ship at anchor.

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Saturday February 13th 1847.

Comes in fine pleasant weather - ordered a quan
tity of Fresh Beef sent onboard - myself remaini
onshore on business - so ends this day. ———

Ship Midas at anchor in the Harbour of Rio Janeiro.

Sunday, February 14th 1847.

Comes in much the same as yesterday - sent onboard forty pounds Fresh Beef - at 9 AM. the Boat came on shore with Mr Jenny but I did not see him; at 5 P.M. the boat returned onboard

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Monday February 15th 1847.

Pleasant weather - remained onshore till sunset - hired a shore boat and went onboard the Ship in company with a Mr. Frier a resident of the place took supper and at 8 o'clock returned onshore - with the 2nd officer, carpenter and steward to whom I gave liberty to remain onshore over night - so ends this day - Ship still at anchor.

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Tuesday February 16th 1847.

Comes in pleasant weather - this day received onboard a visit from a Mr. Upshur who read to the officers and crew an order from the U.S. Consul appointing him as master of this Ship he remained onboard about half an hour and then took his departure for the shore

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Wednesday February 17th 1847.

Pleasant weather - at 10 Am. came onboard the Ship remained an hour or so and went onshore again three new foremast hands came onboard with their things this day - so ends - Ship at Anchor -

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Thursday February 18th 1847.

Comes in pleasant, at 11 Am. came onboard the Ship - at 12 M. lost flying jib boom carried away by an English Barque of Liverpool - dined - and went onshore - at 4 P.M. came onboard and carried all my things onshore - leaving the Ship in charge of Capt. Upsher accompanied by Mr. Gordon of the U.S. Navy to proceed next day to sea - bound to N. Bedford.

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# Home, Sweet Home!

Mid pleasure and palaces though we may roam,
Be it ever so humble, there's no place like home.
A charm from the skies seems to hallow us there,
Which seek through the world is ne'er met with
elsewhere.

Home, home, sweet, sweet home,
Be it ever so humble,
There's no place like home.

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I gaze on the moon as I trace the drear wild,
And feel that my parent now thinks of her child,
She looks on that moon from our own cottage door,
Through woodbines whose fragrance shall cheer me
no more.

Home, home, sweet, sweet home,
Be it ever so humble,
There's no place like home.

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An exile from home, splendour dazzles in vain,
O give me my lowly thatch'd cottage again,
The birds singing gaily - that came at my call,
Give me them, with the peace of mind dearer
than all.

Home, home, sweet, sweet home,
Be it ever so humble
There's no place like home.

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A.C. Davis - Ship Midas, Upshur,
30 days from Rio Janeiro bound for
New Bedford. March 19th 1847.
Latt. 6° 00" S. Long. 31° 48" West.